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American Railroad Journal.

New York, Saturday, March 23, 1867.

The Car Wheel Manufacture.

Within the last few months we have clipped from the dailies, no less than four accounts of accidents from the breaking of wheels, one on the Hudson River Railroad where the breaking of a wheel threw the sleeping car on to the ice in the river and injured nearly twenty passengers; one on the Pennsylvania road by which a sleeping car was thrown down a forty feet embankment with various injuries to passengers; one on the Lake Shore road, under a baggage car, and one on the Hannibal and St. Joseph Railroad by which two cars were thrown off a bridge, killing one passenger and wounding quite a number seriously.

When we consider the caution used by railroad companies to prevent publicity being given to these cases, can we doubt that but a small proportion of the accidents that occur through defects in rails, axles and wheels, come prominently before the public eye.

Probably not less than 10,000 broken wheels are taken out from under cars and engines on our roads in a year, most of them discovered to be defective in time to prevent accident.

The responsibility of purchasing a car wheel to whose perfection of make human life is intrusted,

is a grave one; and we think the fact that some thirty car wheel establishments, most of them manufacturing nothing else but wheels, are supported by the incessant demand for wheels arising largely from the failure of wheels in use is of itself an indication that perfection is far from being attained in this difficult and delicate branch of manufacture.

We propose to go into this particular department of manufacturing and see how much light can be thrown upon this point. We believe that the subject is susceptible of illumination, and we have gathered up a few items of information which will interest almost any man who has given thought to the modern improvements and necessities for improvement, and we think point out a remedy for this serious defect in railway equipment. We propose to discuss first the *requisites of a safe car wheel*.

They are these: just two points being desired; 1st long wear and 2d safety, requiring 1st a deep chill and 2d a tough centre. The methods in use to attain these points are: the selection of strong irons, usually we believe warm blast charcoal irons; the casting of these irons properly mixed with a proportion of high hard numbers of pig into a single piece; so that the iron forming the disc or tread of the wheel where the friction from rail and brake comes, is chilled by cooling in contact with iron; while the rest of the wheel is cooled or moulded in sand. The result is an enamelled tread harder than steel, and a gray iron plate and hub which needs the element of toughness to make it safe against fracture in cooling and in use.

TREATMENT AFTER CASTING.

After casting, ordinarily, the wheels are placed in pits where they are covered up to cool gradually, three or four day's time being allowed for cooling. In cooling, as in casting, many of them crack *i. e.* they contract unequally and fracture in the process. No doubt many wheels that do not show a fracture or any signs of it until in use, have a strain in their texture quite near the cracking point. A. Whitney & Sons of Philadelphia, re-heat their wheels with an anthracite fire. This re-heating they claim enables particles to so adjust themselves as to relieve the casting of its strain. How far this is accomplished the experi-

ence of many years on many roads must determine. If these wheels do not break, the manufacturers may congratulate themselves, and their customers will certainly appreciate the advantage of a process which consists in prolonging the heat with an anthracite fire. To our minds we are not able to discover any chemical principles involved in this process, which essentially change the character of the iron unless the small proportion of sulphur which anthracite coal contains, does so obviously not however for the better.

Some other car wheel makers use charcoal, throwing a portion of charcoal upon the wheels while the wheels are hot. One manufacturer has gone so far as to patent the process of roasting his wheels with a considerable quantity of charcoal, not daring however to carry his re-heating to a very high point for fear of destroying his chill.

To our mind none of these processes, (*viz*: cooling in sand, cooling in a close pit, re-heating with anthracite fires, dashing on more or less charcoal) are scientific and practically successful. Not one of these manufacturers' but has every year to re-place many broken wheels or at least to hear of breakages and accidents, which he shudders at one little moment and puts out of his mind as soon as possible, powerless seemingly to prevent their recurrence.

We say it unhesitatingly that the number of breakages of wheels on our railways is very great compared to what it should be.

The difficulty is just this: Use what irons one may, even the strongest known, and if a wheel is cast so as to secure a soft, tough, safe, centre; the tread has to be cheated of its chill; on the other hand, give a deep chill $\frac{1}{8}$ to $\frac{3}{4}$ of an inch, and the plate must needs be hard and brittle and dangerous. No car wheel maker has ever succeeded in so mixing irons as to secure a deep chill and a soft centre, in the same casting.

Now

WHAT IS NEEDED

is this. To have a chill so deep that it will not scale off or drive back into the gray iron. Three fourths the wheels that fail, fail on the tread. The chill is only $\frac{1}{4}$ to $\frac{1}{2}$ an inch, at some points less. At some point in the periphery a porous place exists just underneath the chill. The chill

drives down into this porous cell and the wheel is useless at once. Deepen the chill, mix hard irons, put in a $\frac{1}{2}$ to $\frac{3}{4}$ inch chill, and the liability to scale off or crush down is reduced to the lowest possible point.

In giving this depth of chill, however, we find our wheel so hard it cannot be bored, and if bored it would be very liable to crack with the first sharp concussion.

What is needed is some method of protecting the deep chilled tread while the centre of the wheel is malleablized.

The carbon existing in the casting must be to some degree extracted if possible from all points except the tread. Decarbonization is well understood by all who have examined the process of making malleable iron. The process consists in raising the iron to be malleablized to a certain point of heat at which point it releases its carbon. At that point animal carbon in various forms red oxide of iron and other chemical agents being applied, act as a sponge to draw to the surface the carbon in the iron. This result can be attained in a large casting though not of course to so great an extent as in small pieces of iron. The result of decarbonization is a softening of the iron, rendering it malleable. We have seen pieces of wheel drawn out in a forge after annealing by this process until the piece was reduced to one-fourth its original thickness without cracking any more than an inferior kind of wrought iron.

The same wheel was chilled on the tread $\frac{3}{4}$ of an inch. Nothing can be more absolutely certain than that a deep chilled wheel will wear many years nor that a malleable or semi-wrought iron plate is vastly stronger than a cast iron unannealed plate.

We cannot of course aver that these two requisites can be so uniformly blended in one casting of strong pig irons as to produce uniformly superior results, but it is not difficult for any one to believe who is at all conversant with iron working, that a malleable plate is comparatively proof against fracture, nor that a deep chill will wear longer than a light chill.

Experience, the actual use of decarbonized wheels must determine the question of their superiority. Considering the great need that exists for something better than the best now in use, we think it strange, if when a decarbonized wheel is offered to the purchasing officer of any railroad company, with evidence that the wheel is a deep chill and soft plate combined, investigation and trial should be refused. A trial of 100 of these wheels distributed under engines, coaches and freight cars will injure no one certainly, for the only question can possibly be one of comparative merit; whether the new wheel is stronger and wears better than the old one.

The Union Car Wheel Company, in the business for the past 15 years, with nearly 10,000 of their old make on the Erie Railway, commenced malleablizing their wheels in May 1866. During the summer and fall they put in use on 46 different roads nearly 5,000 of the new wheels.

The reports they are receiving after a winter's trial, seem to establish the perfect success of their improvement.

On the Central New Jersey Railroad, out of between five and six hundred wheels not one has been as yet condemned, while in the same period

every other make has shown the usual amount of failure.

On the Morris and Essex Railroad out of 644 wheels but five have failed from an imperfection in the process of annealing which was remedied immediately after these (which were the first) wheels were made.

On the Pennsylvania Railroad 250 are running without a failure. On the Cleveland and Toledo, on the Michigan Southern, on the Boston and Lowell and many other Northern roads, and on several Southern roads not one failure is as yet discovered. *Not one wheel has as yet broken in the plate.* The failures out of 5,000 wheels from chipping off pieces of the tread in the frogs, and from all causes does not amount to one per cent. of the whole number in use.

On the Chicago and Rock Island, under the extraordinary weight of the Palace Sleeping Coaches, eight wheels to a coach, the wheels, weighing 70 lbs. less than the unannealed old style wheels, are standing through the severe winter without a failure, and they are the first wheels that have stood under those cars.

The officers of several of the most important Northern roads formerly purchasing from the Union Car Wheel Company, and who have for nearly a year withheld their orders for the new wheel, preferring to let others test it, have now become fully satisfied of the value of the improvement and have recommended large purchases.

So that at last we seem to have a car wheel in actual use that is a safe wheel.

We believe fully from an examination into its merits and from the record thus far made, that our railroad managers would do well to order a quantity of these wheels, sufficient to give them a full and fair trial, and that it will be found that they can be run with a total failure of less than five per cent. in the first years running, and from the depth of the chill ten years will prove to be not too high an estimate for their wear under freight trains.

Quincy Mining Company.

The product of this mine for 1866, as prepared for shipment, was 138 tons of mineral, which yielded \$3.50 per cent., or 2,114,220 lbs. of copper, valued at \$661,107 11. The running expenses at the mine, building and construction account, were \$610,883 25—leaving the 'profits of the year's business \$50,223 86. The balance of cash assets on hand over liabilities amounts to \$200,554 67. In addition to which there is the special reserved fund of \$50,000 set apart as endowment of insurance and repairs account, and secured by mining supplies and materials, worth to the company, at a fair appraisement, \$113,000. The running expenses at the mine include the cost of all work done on the side hill adit during the year, amounting to \$13,356 97. It is proposed to drive this adit through, with the view of eventually reaching the Pewabic lode, as the best and most economical mode of fully proving the value of this portion of the company's property, as it can be done at small cost.

A main engine, working from the surface to the ninety fathom level, has been built during the year at a cost of \$17,448 39, and affords easy access to the bottom of the mine.

The average force employed during the year is 598 and the directors state that with the same

amount of labor the average production can easily be maintained the present year, and it is hoped at a still further reduction in cost.

Dubuque and Sioux City Railroad.

The earnings of this road for the year ending December 31st, 1866, were:

From passengers	\$228,542 67
" freight	560,322 63
" express	9,568 10
" mail	6,322 69
" miscellaneous	515 10
	\$805,271 19

Expenses, viz:

Repairs of road	\$129,455 88
" bridges	15,536 44
" buildings	6,026 39
" engines	51,140 36
" cars	44,208 95
Agents and clerks	33,566 48
Stores for stations and trains	4,880 01
Train hands	16,604 24
Locomotive running	79,792 94
Loss and damage	4,935 27
Elevation of grain	15,997 35
Telegraph supplies and repairs	1,649 95
Insurance	2,853 35
U. S. tax on gross receipts	12,804 65
State tax on do	8,148 56
General management	17,829 05
Miscellaneous	13,693 43
	\$459,123 30
Less received for operating C. F. & M. R. R., sale of old material, &c.	9,379 53
	449,743 77

Earnings less expenses	\$355,527 42
Permanent improvements	\$31,346 48
Interest account	101,426 40
Taxes on lands, etc.	16,015 66
New equipment	70,304 55
	293,019 09

Balance	\$136,434 33
Add balance from previous year	16,689 76

Amount subject to dividend

The second division of the road, from Cedar Falls to Iowa Falls, was opened for business on the 15th of April last, but was not fully completed until the 1st of June. That part of the road is in excellent order, and is really the best part of the road. The cost of the second division, exclusive of rolling stock, has been \$935,136 05, an average per mile of \$21,497 38.

The total cost of the 142½ miles already built, and equipped, is \$5,412,194 98, or \$37,980 32 per mile, viz:

Dubuque and Pacific bonds outstanding	\$4,000 00
Preferred stock	1,988,170 65
Common stock	1,673,952 66
Bonds on the 100 miles	300,000 00
First mortgage construction bonds	660,000 00
Land notes	150,000 00
Floating debt	193,813 36
Dividend scrip	310,142 76
Scrip to be issued for dividend of 1866	132,115 55

\$5,412,194 98

The population of the eight counties intersected by the road, was in 1865, 82,891; the total estimated area of these counties is 2,904,000 acres, of which 526,101 acres, or 18 per cent., was cultivated land. The report says:

There yet remains to be acquired of the land

granted by Congress 607,900 acres. These lands will revert to the United States unless the road shall be completed to the Missouri River by the 15th of May, 1868, or an extension of time be allowed by Congress for the completion. I think there will be little difficulty in obtaining such extension of time provided that Congress shall be satisfied that the parties who undertake it will push the road to completion without further delay or extension of time; but it is now too late to get an act passed at this session of Congress.

The Sioux City and Pacific Railroad from Sioux City down the left bank of the Missouri River to Desoto, a distance of 63 miles, thence crossing the Missouri 32 miles to Fremont, at which point it connects with the Union Pacific Railroad, has been put under contract and sufficient stock subscribed and means provided to build the road during this year. Your road when completed to the Missouri River will connect with that road at Onawa. If the parties controlling the two roads can act in concert so as to secure a through route from Dubuque to Fremont it will very largely add to the ultimate value of your road. The distance from Iowa Falls to Onawa is about 150 miles.

Since the last annual report this company have leased the Cedar Falls and Minnesota Railroad, constructed a distance of 14 miles from the junction to Waverly, and to be constructed 62 miles from Waverly to the State line, for forty years from the first of January, 1867, at the rent of \$1,500 per mile, and the further rent of 35 per cent. of all gross earnings exceeding \$3,500 and not exceeding \$7,000 per mile per annum, and 30 per cent. of all gross earnings exceeding said sum of \$7,000 per mile per annum.

This road has already been a valuable contributor in bringing business upon your road. Waverly receives and forwards more freight than any other station west of Dubuque.

The Eldorado Railroad and Coal Co., has been organized for the purpose of constructing a branch road from Ackley station to Eldora, a distance of 15½ miles.

During the past year there have been put into the road bed, 47,355 new cross ties, 15,532 feet of new iron, and 1,863 repaired rails; 13,442 feet of side track have been built, and the road bed drained by good ditches on either side. The entire road is now in good condition from Dubuque to Iowa Falls. The rolling stock, bridges and other structures have been maintained in good repair.

INCOME ACCOUNT.

Balance, January 1, 1866.....	\$153,222 87
C. F. & M. R. R., for operating road in 1865.....	4,602 91
Balance to credit earnings 2d Division Jan. 1, 1866.....	4,426 75
Gross earnings for year 1866.....	805,271 19
	\$967,523 72
State tax for year 1865.....	\$6,409 77
Dividend declared on earnings of 1865.....	139,153 00
Expenses for year 1866.....	598,532 31
New engines paid for in 1866.....	44,423 10
" cars " 1866.....	25,881 45
Balance to credit.....	153,124 09
	\$967,523 72

The company have received during the past year 3 new first class locomotives and 50 new freight cars, also 10 partially new freight cars from the C. F. & M. R. R. Co., making the present equipment as follows: 14 first class and 2 second class locomotives, 9 passenger, 3 baggage, 2 mail and express, 141 box, 20 stock, 38 platform and 7 way cars.

No additional equipment will be required until the business is largely increased.

The number of miles run by passenger, freight and construction trains, was 319,880. Number

of passengers carried, 106,058; do., carried one mile, 4,874,691. Tons transported, 132,729.

GENERAL BALANCE SHEET, JANUARY 1, 1867.

Capital stock, common.....	\$1,673,952 66
" preferred.....	1,988,170 65
1st mortgage bonds, 1st division....	300,000 00
Construction bonds, 2d division....	660,000 00
Land notes.....	150,000 00
Dividend scrip.....	310,142 76
Bills payable.....	145,587 54
Earnings to be refunded.....	12,236 40
Due for operating expenses.....	22,738 35
Other indebtedness.....	13,253 07
Income account.....	153,124 09
	\$5,429,203 52
Construction and equipment.....	\$2,143,835 46
New equipment.....	121,474 17
D. & P. R. R. obligations.....	2,991,733 91
Stores on hand.....	104,900 49
Uncollected earnings.....	16,459 44
Individual accounts.....	13,060 50
Wood lands.....	2,492 34
Cash on hand Dec. 31st, 1866.....	35,247 21
	\$5,429,203 52

President.—M. K. JESUP.

Directors.—Isaac H. Knox, Platte Smith, M. K. Jesup, L. P. Morton, D. Willis James, Charles L. Frost, James Robb, H. L. Stout and Theodore Roosevelt.

Vice President.—PLATTE SMITH.

Secretary and Treasurer.—LOUIS BOISOT.

Baltimore and Ohio Railroad.

The regular monthly meeting of this Company was held in Baltimore on the 14th inst. The Committee on Transportation reported a resolution reducing the rate of transportation on coal from Cumberland and Piedmont to Baltimore 30 cents per ton, and on gas coal, and from Newburg, Fairmont and Clarksburg 50 cents per ton; also a corresponding reduction of way rates for coal upon the road and branches, all of which to take effect on the 18th inst.

The President stated, in connection with this subject, that, contrary to general expectation, during the last season the necessities of life had continued at high prices, and consequently there had been no decline in the price of labor.

The cost of materials and labor, and of the working expenses of the road generally, was still very high, and such as did not justify any reduction in the present moderate tariff. But as the prospect for a reduction in the cost of living had improved, and it was the earnest desire of the Company to aid the manufacturing, steamship, and all the great interests which would be benefited by a reduction in the price of coal, he was prepared to advise the adoption of the report of the committee. He hoped the Company would, at an early day, be enabled to reduce its expenses, and with its largely improved facilities, by its increased double track, and with its immense equipment, accomplish a large increase in this highly important traffic.

The rates from Cumberland to Locust Point shipping wharves will be reduced under the resolution from \$3 to \$2.70 per ton, and from Piedmont to the same point from \$3.35 to \$3.05 per ton.

It will be noticed that these rates reduce the transportation to the low figure of 1½ cents per ton per mile.

After some further discussion the report of the committee was adopted.

Montpelier and St. Johnsbury R. R.

We learn that the projectors of this new enterprise are meeting with considerable encouragement, and that a corps of engineers have been for some time in the field surveying the route. Several spirited meetings have been held in the towns along the line and able addresses made. The meetings were largely attended, and to that extent, at least, there is evidence of a lively interest among the people upon the subject. That the leaders in the enterprise mean success cannot be doubted. They have subscribed heavily to the stock and all their movements are characterized by such candor and zeal as to give the impression that they are in earnest. The construction of this road would open a section of country, between central and eastern Vermont, to railway facilities, which, without it, must forever depend upon the stage-coach and the two or four horse teams for carrying the mails and the merchandise. Should the people respond liberally to the call to be made upon them, the work of construction will soon be commenced.

Dubuque and Sioux City Railroad.

The result of the conference in New York between the representatives of the Illinois Central and Dubuque and Sioux City Railroad Companies, in regard to the leasing of the latter road, have been waited for with intense interest by our citizens and the people west of us, who have been well informed by us of the condition of the negotiations from time to time. A few weeks ago the negotiations were dropped, and the public mind rested for a week or so, when the matter was again taken up by the New York parties, who have been considering it ever since. But the question, it is understood by railroad men here, is settled at last for at least several months, if not forever.

Yesterday letters were received here from New York, which more than intimated that the Central folks have at last given up all notion of leasing our road, at least for the present. We learn that at the New York Conference the points of objection raised by the Central men were "explained away," and the lease was considered a sure thing, when the Attorney for the Central raised one point which could not be thus disposed of. He said that he had carefully examined the Constitution of the State of Iowa, and consulted the authorities on the subject, and that he had come to the conclusion that the Legislature of the State has the power to regulate railroad tariffs within its limits. This being so, in view of the strong movement being made in Dubuque and elsewhere to secure legislative interference, there was nothing to be gained at present by leasing the Sioux City road.

This was a ghost that "would not down," and negotiations were abandoned.—*Dubuque Herald.*

Bridging the Mississippi.

We learn from the Chicago *Republican* that it is the intention of the corporators of the Illinois and St. Louis Bridge Company, chartered at the late session of the Legislature, to commence operations as soon as practicable. The bridge will be one of the grandest works of engineering on the continent. It will cost not less than five million dollars; will be built of iron after the latest and most approved designs, and will be placed at a sufficient altitude to allow the largest steamers to pass under it at high water. Mr. L. B. Boomer, of Chicago, will have supervision of the work. Several other bridges across the Mississippi were chartered by the late Legislature—among them, one at Hannibal and one at Alton—besides legalizing the company already formed to bridge the river at Quincy. Additional time was also given for the erection of the bridge at Dunleith.

Coal Carrying Water Lines in Pennsylvania.

The following statement from the *U. S. R. & Mining Register*, exhibits the relative coal tonnage of the six great Artificial Water Lines of Pennsylvania for the last two years:

	1865.	1866.
Monongahela Navigation...	1,411,421	1,521,617
Delaware and Hudson Canal	812,094	1,391,674
Schuylkill Navigation.....	1,022,740	1,296,357
Lehigh Canal.....	888,784	1,066,303
Pennsylvania Railroad		
Company's Canal, main		
division.....	422,805	603,975
Wyoming Canal.....	329,124	463,642

Total by six lines.....4,886,968 6,343,568
Some of the canals are already open; and in a few days more all the water lines leading into the state will again be in operation. Meantime, the depression in the coal trade continues. The rates for transportation are lower than the rates of last year, and the drawbacks are also greater, from which causes the profits of the carrying lines will of course be diminished. In some of the mining districts, too, the production is much below the production for corresponding time last year, whereas, on the other hand, the Delaware, Lackawana and Western Railroad exhibits an increase to date, over 1866. Altogether, the condition and the prospect of the coal market, for the spring months at least, are especially unsatisfactory.

Nearly 35 miles of the Delhi (India) Railway had been completed on the 31st of December last. The total plate laying required for the main line covers 304 miles, 59 chains, and 41 links, and that for station yards and sidings 41 miles and 71 chains, forming a total of 346 miles, 50 chains, and 41 links to be constructed.

New Orleans, Opelousas and Great Western Railroad.

This road, which had been held possession of by the United States during the war, was returned to the company on the 1st February 1866. The report of the company for the year ending December 31, 1866, therefore covers only eleven months.

The gross earnings for this period compared with the gross earnings for the whole year 1860 were as follows:

	1860.	1866.
Local passenger earn'gs.	\$115,601 69	\$143,915 95
Local freight.....	221,907 44	222,164 70
Texas passengers and freight.....	123,412 74	43,856 61
U. S. mail service.....	16,000 00	4,804 15

Total gross earnings....\$481,921 87 \$414,741 41

The operating expenses were as follows:

Machinery department...	\$73,670 40
Maintenance of way.....	75,263 61
Transportation.....	65,767 56
	214,701 57

Earnings less ordinary expenses....\$200,039 84
Or deducting items not chargeable to current expenses..... 45,572 57

There remains to credit only.....\$154,466 27

The Texas business was for only about 4½ months, the steamship connection not having been established until about the middle of August; and the earnings have been adversely affected by the opposition steamship lines running by the river. The agreement for conveying the mails commenced only on the 26th May, and then at half rates paid in 1860 for similar service.

The miles run by passenger and freight trains in 1860 was 108,204, and in 1866, 105,960, and the

gross earnings per mile were in 1860 \$2.67, and in 1866 \$3.91. In the passenger traffic there were carried in 1860, local passengers 44,679, and Texas 28,783, while in 1866 the respective numbers were only 38,103 and 6,831. The principal articles freighted were as follows:—sugar 2,574 hhds., molasses 4,849 bbls., cotton 7,108 bales, cotton seed 4,121 and seed cotton 2,739 sacks, moss 2,840 bales, hides 4,532, barrels 4,802, wood 2,211 cords, lumber 2,032,570 feet, beaves 14,595, yearlings 5,773 calves 11,059, sundries 18,304 barrels, &c.

The following table gives the inventories of locomotives and cars on the road July 1, 1862, when the property was seized by the United States, of February 1, 1866, when the property was returned, and on the 31 December, the close of the financial term:

	July 1, 1862.	Feb. 1, 1866.	Dec. 31, 1866.
Locomotive.....	12	9	10
Passenger cars.....	14	5	7
Baggage ".....	5	..	2
Express ".....	2	..	..
Box ".....	95	9	37
Platform ".....	76	32	55
Stock ".....	28	1	24
Wood ".....	..	..	8

Beside the above, under date Feb. 1, a considerable amount of truck-irons, &c., were returned. The whole of the rolling stock was found to be in bad order or broken, except 16 platform cars. The rolling stock at the close of 1866 is reported "all in good order."

The receipts and expenditures of the company on all accounts for the 11 months ending December 31, 1866, were as shown in the following statement:

Cash received from former Secretary.	\$129 38
Stock.....	921 77
Gross earnings from passengers and freight.....	366,080 65
Gross earnings Texas business.....	43,866 61
Mail service.....	2,804 15
Gretna property.....	2,142 94
First mortgage construction bonds..	301,600 00
Southwestern Telegraph Co.....	8,000 00
Raceland station.....	396 10
Charges, new account.....	2,628 26
Bond No. 137 city of N. O.....	800 00
Bills payable, new series.....	31,014 94
G. W. R. Bayley.....	750 00
Texas business.....	43,866 61
Pay rolls.....	21,049 91

Total receipts.....\$782,174 71

The disbursements were as follows:

Interest.....	\$30,694 69
Discount on Construction	
Bonds.....	\$37,440 40
Interest on Construction	
Bonds.....	134,824 13
	172,264 53
Maintenance of way.....	119,009 01
Expenses.....	36,547 06
Operating accounts.....	199,378 41
Bills receivable, new series.....	1,429 47
Bills payable.....	86,573 06
Sundries.....	1,055 57
Atchafalaya obstructions.....	9,022 95
Interest coupons in suspense.....	24,560 00
Wm. T. Steiger.....	4,992 00
U. S. Government.....	58,562 80
Balance (including \$8,715 38 freight dues).....	38,085 16

Total disbursements.....\$782,174 71

The total balance on hand as per treasurer's report of December 31, 1866, was.....\$208,209 91

The financial condition of the company at the close of the year, as exhibited on the Balance Sheet, is shown in the following statement:

Capital stock.....	\$4,093,425 00
First mortgage construction bonds.	1,730,600 00
Passengers.....	\$922,986 50
Freight.....	1,607,941 59
Texas business.....	43,866 61
Mail service.....	69,845 51
Do., new account.	2,804 15
Express account.....	5,285 37

	2,652,719 73
Pay rolls.....	21,049 91
Bills payable, old account.....	86,573 06
" new series.....	31,014 94
Southwestern telegraph.....	8,000 00
Sundry accounts.....	5,410 90

Total.....\$8,628,793 54

Against which are charged:

Construction 1st grand division....	\$2,355,884 39
" 2d 3d and 4th division.	343,512 46
Rolling stock.....	551,217 97
Machinery department.	\$66,360 22
Maintenance of way....	797,935 90
Depots and stations....	287,902 67
Bridges.....	116,490 80

1,268,689 59

Expenses.....297,252 91

Transportation.....1,066,221 66

Discount on State bonds. \$25,300 26

" city bonds.. 285,572 98

" construction bonds..... 318,761 66

629,634 90

State of Louisiana.....550,000 00

Bond account.....53,000 00

Interest account.....428,877 69

Interest on construction bonds.... 339,192 16

Interest coupons in suspense..... 24,560 00

Sundries (too numerous and complicated for insertion in the JOURNAL) 593,186 86

United States Government..... 65,183 32

Cash, incl. \$54,207 63 in Conf. notes. 62,331 63

Total.....\$8,628,793 54

New Orleans, Jackson and Great Northern Railroad.

The earnings and expense account of this company for the year ending November 30, 1866, as shown in the annual report, just received at this office, gives the following results:

Passenger earnings.....	\$426,760 49
Freight ".....	1,090,953 02
Mail " (on account)....	15,329 02

Total earnings on all accounts....\$1,533,042 53

From which must be deducted—

Maintenance of way.. \$510,020 35

Conducting transp..... 260,473 79

Motive power..... 249,815 92

Maintenance of cars... 81,247 69

Stock damages..... 7,628 92

Repairs of depots and station buildings, &c. 22,325 77

Judgments and cost, for personal injuries.... 15,262 20

1,146,774 64

Balance—net earnings.....\$386,267 89

The railroad owned by this company extends north from New Orleans to Canton, Miss., a distance of 206 miles. It was one of those southern railroads which suffered largely during the late war both on account of direct destruction and the decay incident to time and neglect. Since the close of hostilities, however, the company have steadily and persistently labored in restoring and restocking the road, and have succeeded in placing it in a satisfactory condition. The rolling stock is also much enlarged since the close of the year 1865, 11 engines, 12 passenger cars, 6 baggage cars and 164 freight cars having been added thereto, and since Jan. 1, 1866, the company have made further additions of 4 passenger and 30 flat

cars. Most of these necessary repairs and renewals have been paid for from earnings.

The receipts and expenditures on all accounts for the year named above were as follows:

Cash balance on hand Dec. 1, 1865.	\$120,287 97
Capital stock—County subscriptions (cash).....	30,552 93
Bills receivable for Miss. stock subscriptions.....	\$8,789 11
Second series mortgage bonds.....	241,000 00
Proceeds of cotton sold . 26,894 79	
	278,683 90
Foreign railroad balance's.....	\$39,296 49
Real estate.....	76,171 45
Pay rolls.....	13,254 88
	128,722 82
U. S. Government—purchases.....	100,150 26
Railroad earnings for year 1865-'66	1,533,042 53
Receipts from all sources.....	\$2,191,440 41
Against which have been charged—	
Construction.....	\$84,160 44
Less graduation—credit. 1,907 96	
	82,254 48
Bills payable, coupons, interest, discounts, commissions, taxes, &c..	462,212 97
Current accounts.....	142,978 25
Engines, cars, machinery, tools, &c.	325,979 04
Operating expenses.....	1,146,774 64
Cash on hand, November 30, 1866..	31,243 03
Total disbursements for 1865-'66 ..	\$2,191,440 41
The financial condition of the company, as exhibited on the general balance sheet, will be seen in the following statement:	
Capital stock.....	\$4,697,457 38
First mortgage bonds.....	\$2,741,000 00
Bills payable.....	153,668 63
Small notes payable (less \$81,989 15 redeemed).....	127,488 20
Chickasaw school fund.....	200,000 00
Miss. 3 per cent. fund.....	20,000 00
Second series mortgage bonds.....	241,000 00
Foreign road balances, &c.....	42,067 35
Due U. S. Government purchases.....	100,144 01
Pay roll account.....	4,552 10
	3,629,920 29
Railroad net earnings since organization.....	3,479,419 36
Coupons on City and State bonds collected.....	264,480 00
Sundry balances.....	18,355 80
Total.....	\$13,387,230 03
Against which the following are charged—	
Construction.....	\$6,184,172 12
Rolling stock and tools.....	1,386,874 57
Discount on city and State bonds.....	\$456,992 62
Discount on 1st and 2d mortgage bonds.....	452,307 72
	909,300 34
Coupons and interest accounts (debt charges).....	1,643,008 49
Expense, advertising, printing, commissions.....	283,149 11
Taxes, contingencies & law expenses	177,931 47
Slaves \$8,597 10, and reduction of stock \$26,093 22.....	34,692 32
Foreign railroad balances (old).....	48,716 76
U. S. Post Office department.....	31,515 00
Cotton purchases.....	28,486 89
Confederate States' obligations.....	983,602 52
Sundries.....	31,259 75
Current accounts.....	315,682 41
Cash on hand, November 30, 1866 ..	31,243 03
Total.....	\$13,387,230 03

The following statement shows what disposition

has been made of 3,000 bonds of each series named in the above account:

	1st Mortgage.	2d Mortgage.	Total.
Bonds sold and outstanding...\$2,741,000		\$241,000	\$2,982,000
Pledged to State of Miss.....	200,000	.....	200,000
Canceled by sinking fund .	59,000	.....	59,000
Pledged as security for notes.....	.....	68,000	68,000
Remaining on hand.....	.....	1,191,000	1,191,000
Canceled and destroyed.....	.....	1,500,000	1,500,000
Total accounted for.....	\$3,000,000	\$3,000,000	\$6,000,000
From these accounts it appears that the total outstanding bonded debt, not including the amounts hypothecated to the State of Mississippi and as security for notes amounted on the 30th November, 1866, to.....	\$2,982,000 00		
To this amount, however, must be added accrued interest on first mortgage bonds, in course of being funded in the second mortgage bonds, the sum of.....	1,017,160 00		

Making the total bond debt.....\$3,999,160 00
Add floating debt (described below) 724,390 13

Total debt and liabilities.....\$4,723,550 13

At the date of the report \$100,000 of the first mortgage bond coupons had been funded in New Orleans, and the signatures of bondholders to the amount of over \$460,000 additional had been obtained for funding in London, leaving actually outstanding of the above total accrued interest the sum of \$457,160, which there is no doubt of being taken up during the current year.

The floating debt of the company on the 30th November, 1866, was constituted of the following accounts against the company:

Bills payable, exclusive of interest.....	\$153,668 63
Loans from State of Mississippi.....	220,000 00
Accrued interest on ditto to Oct. 1, 1866.....	64,000 00
Small issue (bills payable).....	127,488 20
U. S. Government—balance for purchases.....	100,144 01
Foreign railroad balances.....	\$42,060 75
Less drafts on foreign railroads.....	13,908 53
	28,152 22
Pay rolls account.....	4,237 39
Less amount in hands of paymaster.....	2,545 14
	1,692 25
Personal accounts.....	29,244 82
Total floating debt Dec. 1, 1866.....	\$724,390 13

But since date there has been paid on account of matured bills payable, and interest on the same to date of report.....28,714 61

Leaving the then outstanding floating debt.....\$695,675 52

The President of the company, closes his review of the condition of the company in the following remarks:

"The debt due to the State of Mississippi \$220,000, and interest on the same \$64,000, we hope to be able to fund or arrange in a satisfactory manner at the coming session of the Legislature of Mississippi. Nothing has as yet been done towards the settlement of the small note issue of the company \$127,488 20, but we trust

our receipts during this season and the next will warrant its gradual redemption.

"The total indebtedness of the company, (floating and bonded,) including all estimated interests on personal accounts and matured bills payable, cannot exceed \$4,750,000, and there can be no doubt that with receipts moderately estimated at \$1,500,000 per annum, we can devote a large sum towards the ultimate liquidation of the entire amount, after paying running expenses and a liberal interest on the debt, besides gradually increasing the rolling stock of the road.

"The company has a claim against the United States Government for railroad iron and other materials taken during the war, properly receipted for by the Government officers in taking possession of the same; it is hoped that the amount will be accepted by the Government in part payment of the sum—\$100,141 01—due by the company to the Government, for rolling stock bought at Nashville and New Orleans since the war.

"By the above statements, it will be seen, that the monetary condition of the company is most encouraging, and that with continued watchfulness over its affairs, and economy in the expenditures of its constantly increasing receipts, the obligations of the company towards its bondholders and other creditors will certainly be met at maturity, and that, ere long, this road will become a source of profit to the States of Louisiana and Mississippi, the City of New Orleans and the other stockholders."

Patent Office Report.

The Report of the Commissioners of the Patent Office for the year 1866 state that the number of applications was 15,269; patents issued, including reissues and designs, 9,450; caveats filed, 2,723; applications for extension of patents, 67; patents extended, 58; patents expired, 1,042. Of the patents granted there were: To citizens of the United States, 9,210; subjects of Great Britain, 127; subjects of the French empire, 48; subjects of other foreign governments, 65. The receipts were: On applications for patents, re-issues, &c. \$460,798; for copies and recording assignments, &c., \$34,867; total amount, \$495,665. The amount to the credit of the fund, January, 1866 was \$130,184; receipts during the year, \$495,665; total, \$625,850. From which deduct amount of expenditures—namely, \$361,724—and there is left to the credit of the patent fund, January 1, 1867, \$264,125. The surplus of receipts over expenditures during the year is \$139,941.

The dividend of 3½ per cent recently declared by the Morris and Essex R. R. Co., payable at their office in Newark after the 20th inst., except for amounts less than \$25, will be paid in stock at par. All dividends less in amount than \$25 will be paid in cash. Scrip will be issued for fractional parts of a share, which may be converted into stock by paying the difference in cash. The certificates of indebtedness issued last August in lieu of a cash dividend are also made payable in stock at par.

The double track of the Delaware, Lackawanna and Western Railroad has been completed to Forks. It will be completed to the Junction at Hampton, N. J., at the earliest practicable moment.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.		Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.		Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.		Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	54	Broad Top.....Pa.	50	---	---	---	Acadia.....N. S.	3	---	100,000	---
Acton Vale.....Ca.	25	3	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	11	20,000	---	Lake.....Ca.	25	2	20,000	---	Foster.....N. Y.	50	---	---	---	Albion.....Col.	3	---	100,000	---
Aetna.....L. S.	60	25	20,000	3	Lawrence.....L. S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston.....L. S.	25	8	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N. Y.	5	5	100,000	104	American.....Col.	100	---	50,000	---
Algoma.....L. S.	25	18	20,000	54	Logan.....Ca.	3	---	100,000	---	George's Creek.....Md.	100	100	10,000	---	American Flag.....Col.	10	---	60,000	0.86
Allouez.....L. S.	25	1	20,000	---	Lower California.....Mo.	50	---	40,000	---	Hardware.....L. S.	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
American.....L. S.	25	17	20,000	---	Lyster.....L. S.	25	2	200,000	---	Lake Superior.....L. S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	2.75
Amygdaloid.....L. S.	25	17	20,000	---	Madison.....L. S.	25	6	20,000	2	Mount Pleasant.....Pa.	50	50	10,000	---	Baltic.....Col.	---	---	---	---
Anita.....Cal.	---	---	20,000	---	Malden.....L. S.	25	2	20,000	---	Teal Lake.....L. S.	25	---	20,000	---	Bates & Baxter.....	---	---	---	---
Annapolis.....Md.	10	---	50,000	---	Mandan.....L. S.	25	2	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton.....	5	---	100,000	1.55
Aradia.....L. S.	25	---	20,000	---	Manhattan.....L. S.	25	44	20,000	34	LEAD AND ZINC.					Black Hawk.....	100	---	50,000	---
Arizona.....Ariz.	100	---	100,000	---	Marquette.....L. S.	25	54	20,000	---	Amenia.....N. Y.	5	---	100,000	---	Bob Tail.....	10	---	100,000	---
Arnold.....L. S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	10c	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Ascot.....Ca.	20	---	20,000	---	Mass.....L. S.	25	44	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs.....	10	---	100,000	---
Astor.....L. S.	25	14	20,000	---	Massachusetts.....L. S.	25	---	20,000	---	Champion.....N. Y.	---	---	---	---	Bullion.....Mtna.	5	---	200,000	---
Atlas.....L. S.	25	2	20,000	34	Medora.....L. S.	25	---	20,000	---	Clute.....	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Axtel.....L. S.	25	4	20,000	---	Mendota.....L. S.	25	14	100,000	44	Continental.....	24	24	200,000	---	Chebucto.....N. S.	5	---	100,000	---
Balt. and N. C.....N. C.	8	---	20,000	---	Merrimac.....L. S.	25	64	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L. S.	25	134	20,000	7	Merryweather.....L. S.	25	---	20,000	---	Erie.....N. Y.	10	---	40,000	---	Central Gold.....	5	---	20,000	---
Beaver.....L. S.	25	2	20,000	---	Meanard.....L. S.	25	8	20,000	14	Gay's River.....	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca.	5	---	125,000	40c	Meteor.....L. S.	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Jobden.....Idaho.	10	---	100,000	---
Black River.....L. S.	25	---	200,000	---	Michigan.....L. S.	25	---	20,000	---	Jefferson.....N. Y.	---	---	---	---	Columbia.....Nev.	100	---	300,000	2.90
Bohemian.....L. S.	25	174	20,000	---	Middlesex.....L. S.	25	---	20,000	---	Kings Hill.....	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	12
Bolton.....Ca.	5	---	200,000	---	Milton.....L. S.	25	14	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalinische.....	50	---	250,000	---
Boston.....L. S.	25	24	20,000	50c	Minnesota.....L. S.	25	184	150,000	84	Lancaster.....Pa.	5	---	50,000	---	Corydon.....	25	---	100,000	4.00
Brooklyn.....L. S.	25	24	20,000	---	Missisquoi.....Ca.	2	---	100,000	---	Lehigh.....Pa.	---	---	---	474	Continental.....	100	---	20,000	---
Brome.....Ca.	5	---	100,000	---	Morrison.....L. S.	25	---	20,000	---	Macomb.....N. Y.	5	---	110,000	---	Denver.....	20	---	50,000	---
Cabot.....L. S.	25	4	20,000	---	Nashua.....L. S.	25	---	20,000	---	Maine.....Me.	10	---	50,000	---	Downville.....	1	---	300,000	---
Caledonia.....L. S.	25	5	20,000	---	National.....L. S.	25	---	20,000	9	Mineral Point.....N. Y.	5	---	100,000	---	Eagle.....	10	---	100,000	---
Cambridge.....L. S.	25	5	20,000	---	Native.....L. S.	25	64	20,000	2	Morgan.....	5	---	100,000	---	East Bannock.....Mtna.	2	---	500,000	---
Canada.....Vt.	4	1	100,000	52c	Nebraska.....L. S.	25	1	20,000	---	Mount Hope.....N. Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake.....L. S.	25	---	20,000	---	Nequaket.....L. S.	25	---	20,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire.....	20	---	250,000	---
Cascade.....L. S.	25	5	20,000	60	New England.....L. S.	25	2	20,000	---	New Jersey.....N. J.	100	---	12,000	100	Excelsior.....	10	---	30,000	---
Central.....L. S.	25	6	20,000	---	New Jersey cons.....L. S.	25	---	20,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	---	Garrison's.....	50	---	100,000	---
Champlain.....Ca.	14	---	200,000	---	Newton.....Ca.	10	---	100,000	---	Oswegatchie.....Ca.	5	---	100,000	25c	Gem.....	50	---	25,000	---
Chatham.....L. S.	2	---	200,000	---	New York.....L. S.	25	1	20,000	---	Phenix.....N. Y.	5	---	50,000	---	Goldconda.....	20	---	250,000	---
Chaetcamp.....L. S.	25	---	20,000	---	N. Y. & Passaic.....N. J.	25	---	100,000	---	Placencia Bay.....N. F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L. S.	25	---	20,000	---	North Cliff.....L. S.	25	4	20,000	14	Ramsay.....Ca.	25	---	20,000	---	Gold Mining.....	100	---	50,000	---
Clifton.....L. S.	25	---	20,000	---	North State.....L. S.	25	34	20,000	---	Rochester.....	24	---	200,000	---	Gunnell.....	50	---	300,000	5.00
Collin.....L. S.	25	4	20,000	24	North Western.....L. S.	25	114	20,000	2	Rossie.....N. Y.	5	---	100,000	---	Gunnell Central.....	50	---	20,000	---
Concord.....L. S.	25	5	20,000	---	Norwich.....L. S.	25	11	20,000	---	Shawangunk.....N. Y.	5	---	100,000	---	Gregory.....	50	---	20,000	---
Consolidated.....Mo.	100	---	10,000	---	Ogima.....L. S.	25	7	20,000	1	Sussex.....N. J.	5	---	125,000	---	Great Western.....	10	---	60,000	---
Copper Creek.....Wis.	25	---	20,000	---	Otisville.....N. Y.	5	---	100,000	---	Union.....	5	---	100,000	0.62	Hope.....	25	---	80,000	0.94
Copper Falls.....L. S.	25	244	20,000	224	Ontonagon.....L. S.	25	---	20,000	---	Walkill.....N. Y.	---	---	---	---	Holman.....	25	---	150,000	---
Copper Harbor.....L. S.	25	1	20,000	---	Ottawa.....Ca.	1	---	200,000	---	Warren.....N. H.	---	---	---	---	Idaho.....Nebr.	---	---	100,000	---
Copper Hill.....Wis.	1	---	200,000	---	Pacific.....L. S.	25	---	20,000	---	White Mountain.....	---	---	---	---	Isaac's Harbor.....N. S.	5	---	100,000	---
Corinth.....Vt.	2	---	100,000	---	Pennsylvania.....L. S.	50	50	20,000	---	COAL & ANTHRACITE.					Kip & Buel.....	10	---	100,000	0.6c
Cornwall.....Vt.	2	---	100,000	---	Petherick.....L. S.	25	54	20,000	24	American.....Pa.	25	---	60,000	524	La Crosse.....	2	---	100,000	0.50
Dacotah.....L. S.	25	24	20,000	---	Pewabic.....L. S.	25	34	20,000	174	Ashburton.....Pa.	50	50	50,000	244	Liebig.....	10	---	100,000	---
Dana.....L. S.	25	34	20,000	15c	Phila. & Boston.....L. S.	25	15	20,000	---	Atlantic & G. C.....Md.	100	100	---	---	Lake Major.....N. S.	50	---	12,000	---
Deep River.....N. C.	5	---	10,000	---	Phenix.....L. S.	25	15	20,000	42	Baltimore.....	100	---	---	---	Mariposa.....Cal.	100	100	50,976	44
Delaware.....L. S.	25	204	20,000	---	Pittsburg & Boston.....L. S.	25	54	20,000	---	Bear Valley.....	124	---	40,000	---	Du. preferred.....	100	100	57,744	234
Derby.....L. S.	25	---	20,000	---	Pontiac.....L. S.	25	104	20,000	14	Beaver Meadow.....Pa.	50	50	100,000	---	Mammoth.....Col.	100	---	100,000	---
Devon.....L. S.	25	1	20,000	---	Prescott.....Ariz.	100	---	100,000	---	Belmont.....	50	50	10,000	---	Manhattan.....	10	---	100,000	---
Dorchester.....L. S.	25	14	20,000	---	Providence.....L. S.	25	---	20,000	---	Big Mountain.....	5	---	100,000	---	Massachusetts.....	5	---	250,000	---
Douglas.....L. S.	25	---	20,000	---	Quincy.....L. S.	25	---	20,000	364	Boston & Pictou.....N. S.	5	---	100,000	---	Montana.....Nev.	10	---	300,000	---
Dover.....Ca.	2	1	200,000	---	Reliance.....L. S.	10	10	20,000	---	Bridgeport.....Pa.	10	10	30,000	---	National.....	4	---	100,000	---
Dudley.....L. S.	25	14	20,000	---	Republic.....L. S.	25	---	8,000	---	Broad Mountain.....	10	10	30,000	---	New York City.....Nev.	100	---	50,000	---
Dunham.....Ca.	2	---	20,000	---	Resolute.....L. S.	25	64	20,000	---	British American.....N. S.	24	24	200,000	---	New York.....Col.	10	---	100,000	1.05
Durham.....L. S.	25	---	20,000	---	Ridge.....L. S.	25	8	20,000	---	Cape Briton.....N. S.	24	---	50,000	---	N. Y. & Nevada.....Nev.	10	---	100,000	---
Eagle River.....																			

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. in single trk.	Completed, equal in progress or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2 horse.	1 horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov.'66	3.0					Boston and Chelsea	110,000	\$19,000			\$860	7,525			4 1/2
30 Nov.'66	5.73					Broadway, Boston	348,279	325,000		20,451	168,946	44,203			9 1/2
30 Nov.'66	27.43		218	32		Cambridge	734,671	727,800	150,000	94		65,502			2 1/2
30 Nov.'66	2.57					Lowell (Horse)	45,536	46,000			20,399	3,261			2 1/2
30 Nov.'66	11.75		35	6		Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253			2 1/2
30 Nov.'66	3.41		211	31		Malden and Melrose	60,246	200,000	58,727		27,144				50
30 Nov.'66	3.07					Medford and Charlestown	36,600	21,000	9,600		19,627	2,240			50
30 Nov.'66	38.82		337	157		Metropolitan (Boston)	1,501,478	1,250,000		139,096	753,414	113,472			30
30 Nov.'66	6.28		254	35		Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437			30
30 Nov.'66	3.22					Northampton & Williamsb.	300,000	300,000		4,627	2,686	211			30
30 Nov.'66	5.69		60	9		Quincy	141,233	71,600	58,400	55,000	34,256	2,535			30
30 Nov.'66	7.78		48	13		Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4		30
30 Nov.'66	8.61					Somerville	75,000	75,000			4,379	2,251	3		30
30 Nov.'66	2.50		12	3		Stoneham street (Boston)	37,300	33,000			9,628	1,991	6		30
30 Nov.'66	6.74					Suburban	95,000	5,000					5		30
30 Nov.'66			431	63		Union (Transportation)	283,799	200,000	24,000	113,007	341,247	10,110			8 1/2
30 Nov.'66	1.58					West Cambridge	13,600	13,600				516	4 1/2		4 1/2
30 Nov.'66	2.25					Winnisimmet	62,152	59,800			3,720	3,255	4		4 1/2
30 Nov.'66	11.60					Worcester	91,174	75,000	52,000						4 1/2
CONNECTICUT.															
31 Jan.'64	3.0		3.0	45	7	Fairhaven and Westville	100,000	100,000					8		100
31 Dec.'62	8.5			11	3	Hartford and Wethersfield	300,000	300,000							100
NEW YORK.															
30 Sep.'65	7.17				6	Albany	85,544	50,000	31,000		65,155	501			100
30 Sep.'65	17.50				35	Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588			100
30 Sep.'65	10.78				32	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500			100
30 Sep.'65	14.33				98	Broadway & 7th Ave. N. Y.	3,375,625	2,100,000	120,000	100,000	612,779	198,082			100
30 Sep.'65	7.75				10	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282			100
30 Sep.'65	24.00				35	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9		100
30 Sep.'65	56.18	1.90			146	Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758	5 1/2	10	100
30 Sep.'65	11.75	4.00			32	Brooklyn City & Newtown	539,162	366,000	200,000	37,692	104,691	5,651			100
30 Sep.'65	0.09	9.41				Brooklyn City & Ridgewood	187,260	164,000	20,000	3,200					100
30 Sep.'65		2.50				Brooklyn City & Rockaway		7,500	35,000						100
30 Sep.'65	24.00				116	Centrl Pk, N & E Riv. (N. Y.)	1,517,906	955,900	550,000		528,000	74,053			100
30 Sep.'65		2.00				Clinton Avenue (Albany)		2,800							100
30 Sep.'65		2.00				Cohoos & Waterford		500							100
30 Sep.'65	19.75				32	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102			100
30 Sep.'65	11.82				46	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362			100
30 Sep.'65		6.00				East & North River (W. Co.)	650	650							100
30 Sep.'65	18.00	1.00			141	Eighth Avenue	1,260,915	1,000,000	160,000		627,153	90,670	6	100	100
30 Sep.'65	12.00				42	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	100
30 Sep.'65	4.52					Grand st. & Newtown (W'g)									100
30 Sep.'65	10.00				17	Harlem Br. Morris & Fordm	193,738	72,000	118,500	3,000	52,700	2,600			100
30 Sep.'65		10.00				Harlem & Tarrytown		3,550							100
30 Sep.'65	19.10				30	Ninth Avenue	444,877	795,360	112,000		74,514	loss.			100
30 Sep.'65		11.00				Port Morris & Westchester	1,200	1,200							100
30 Sep.'65	11.00				19	Rochester City & Brighton	251,559	133,400	100,000		80,028	29,616			100
30 Sep.'65	16.00					Second Avenue (N. Y.)	1,213,127	650,000	620,000	156,970	388,298	106			100
30 Sep.'65	8.37					Sixth Avenue (N. Y.)	1,409,516	750,000			139,604	48,224	loss.		100
30 Sep.'65	17.50				147	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,213	9	100	100
30 Sep.'65		5.00				Third Avenue & Fordam	975	975							100
30 Sep.'65	4.46	1.00				Troy and Cohoes	50,000	50,000		ope by	T & L	R. R.			100
30 Sep.'65		9.00				Troy and Lansingburg									100
30 Sep.'65	6.50					Utica City	209,325	124,500	100,000		30,752	loss.			100
30 Sep.'65	1.60				4	V. Brun't & Erie Bas. (B'kn)	62,000	50,000	12,000		12,639	808			100
30 Sep.'65						Westchester	5,949	7,370							100
30 Sep.'65		4.00				West Shore	1,457	2,200							100
NEW JERSEY.															
31 Dec.'62	5.32				7	Hoboken and Hudson City	32,000	30,000		2,000					100
31 Dec.'62	5.05				8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		100
31 Dec.'62	10.47					Jersey City & Bergen Point									100
31 Dec.'65	17.00		150	22		Orange and Newark	698,414	281,550	300,000	20,950	105,358	29,459			50
31 Dec.'62	5.80				8	West Hoboken & Hoboken	100,000	40,000	60,000						100
PENNSYLVANIA.															
31 Oct.'65	7.89		142	24		Chestnut & Walnut (Phila.)	225,421	100,000	135,000				40	10	100
31 Oct.'65	5.50		122	21		Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	100
31 Oct.'65	12.34		262	40		Frankford & Southw'k (Ph.)	765,569	491,620	200,000		286,861	91,545			50
31 Oct.'65	6.00		86	15		Fairm't Pk & Del. Riv. (Ph.)					62,732	8,227			50
31 Oct.'65	4.50		195	33		Green & Coates st. Phila.)	232,955	150,000	100,000		158,803	39,721	2	50	100
30 Nov.'65	19.00		250	44		Germantown	335,169	112,245	250,000		197,196	49,561			50
31 Oct.'65	5.04		120	25		Girard College (Phila.)	114,611	160,000			122,866	36,832	4	50	100
31 Oct.'65	2.00		25	4		Harrisburg City	49,504	30,118		9,000	6,728	3,562			25
31 Oct.'65	19.00		328	56		Hestonv., Mantua & Fairm't			183,600	75,131	153,813	39,179			50
31 Oct.'65	4.50		105	16		Lombard & South st. (Ph.)	156,000	90,000	59,200	16,000	72,460	14,007			25
31 Oct.'65						Oakland (Pittsburg & K. L.)									100
31 Oct.'65	3.75		124	18		Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243			16
31 Oct.'65	2.06		67	12		Pittsburg and Birmingham	66,840	50,000	22,600		67,040	17,758	14	50	100
31 Oct.'65	2.80		165	27		Philadelphia City	240,264	100,000	135,000		149,978	59,722	7 1/2		100
31 Oct.'65	5.00		64	10		Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494	5	20	100
31 Oct.'65	4.50		51	10		Ridge Avenue & Manyunk	179,635	120,000	63,300		41,737	6,903			50
31 Oct.'65	18.09		431	67		Second & Third st. (Phila.)	472,031	263,757	137,300		437,562	158,830	10	50	100
31 Oct.'65	5.62		87	9		17th & 19th st. (Phila.)	114,368	120,000			51,983	9,187			50
31 Oct.'65	7.00		118	16		Spruce & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4 1/2		50
31 Oct.'65	7.00		210	35		10th & 11th st. (Citizens')	176,048	192,750			210,143	87,810	9 1/2		50
31 Oct.'65	6.25		143	23		13th & 15th st. (Phila.)					153,038	38,435	5	50	100
31 Oct.'65	23.05		412	70		Union (Philadelphia)	527,185	291,475	80,000	263,128	206,598	5,800			50
31 Oct.'65	6.00		327	52		West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	100
31 Oct.'65	1.00		9	4		Williamsport		15,150		522	3,637	1,861			25
MARYLAND.															
31 Dec.'62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,050	21,058			100
OHIO.															
31 Dec.'62	5.00					Cincinnati Street	151,913	150,000							100
31 Dec.'62	5.00					City (Cinc.) Passenger	111,412	100,000							100
31 Dec.'62	3.81					Passenger (Cinc.)	69,837	50,000							100
31 Dec.'62	3.63					Pendleton & Sat. Mar't (Cin.)	70,000	80,000							100

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.	
		Rate.	Pay- able.			
way (Brooklyn):		\$	pc	Months.	Year.	p
Estate Mortgage	27,500			7 J. & J.	1884	
way & 7th Avenue:						
Mortgage	200,000	7 J. & J.	D.	1884		
lyn, Bath & Coney Is'd	80,000	7 J. & J.	J.	1883		
yn and Rockaway:	20,000	7 J. & J.	J.			
Mortgage						
lyn Centr. & Jamaica:	304,250	7 J. & J.	D.	1870		
lyn City:	170,000	7 J. & J.	J.	1872		
lyn City & Newtown:	200,000	7 J. & J.	J.	1872		
lyn City & Ridgewood:	20,000	7 J. & J.	J.	1884		
Mortgage	150,000	6 J. & J.	J.	1881	89	
idge:						
Mortgage	550,000	7 J. & J.	J.	1874		
al Park, East & North	57,000	7 J. & J.	J.	1870		
iver:	25,000	6 J. & J.	J.	1871		
Mortgage	138,000	7 J. & J.	J.	1873		
ne Pittsburgh]:	6,500					
Mortgage	5,000	6				
ndale:	200,000	7 J. & J.	J.			
Mortgage	160,000	7 J. & J.	J.			
second street:	127,150	7 J. & J.	J.	1873		
Mortgage	134,500	7 J. & J.	J.			
al Estate	200,000	7 J. & J.	J.	1869	107	
ford and Southwark:	250,000	7 J. & J.	J.	1869		
Mortgage	98,000	7 J. & J.	J.	1870	93	
antown:	118,000	7 J. & J.	J.			
Mortgage	40,000	7 J. & J.	J.	1869		
an and Coates St.:	60,000	7 M. & S.	S.	1872		
Mortgage	50,000	6 M. & S.	S.	'71-72	91	
en and Melrose:	58,727	6		1880	91	
rd and Charlestown:	9,500	6				
Mort. [Winter St. Br.]	38,000					
lexec:	46,971					
Mortgage	6,000					
alden & Melrose bonds.	112,000	7				
al Estate	100,000	7 J. & J.	J.	1869		
h Avenue:	100,000	7 J. & J.	J.	1881		
h Philadelphia:	100,000	7 J. & J.	J.	1880		
h Philadelphia:	100,000	7 J. & J.	J.	1883		
ge and Newark:	135,000	6 J. & J.	J.	1870	91	
Mortgage Broad street.	17,000	7 J. & J.	J.	1870		
" O. & Newark	15,500	7 J. & J.	J.	1869		
Mortgage	35,000	7 J. & J.	J.	1871		
Philadelphia City:	22,600	7 J. & J.	J.	1870		
Mortgage	87,000	7 J. & J.	J.	1871		
Philadelphia and Darby:	58,400	M. & S.	S.	1868		
and Gray's Ferry:	30,000	7 J. & J.	J.	1870		
Mortgage	100,000	7 J. & J.	J.	1870		
and Third Street:	125,000	7 J. & J.	J.	1868	90	
Mortgage	50,800	7 J. & J.	J.	1869	107	
Mortgage	000,000	7 J. & J.	J.	1870		
al Estate bonds	180,000					
n:	24,000	6 J. & J.	D.	1863		
al Estate Mortgage	100,000	7				
a City:	12,000	7 J. & J.	J.			
Brunt. st & Erie Basin:	60,000	7 M. & N.	N.	1872		
Mortgage						
Hoboken & Hoboken:						
Mortgage						
Philadelphia:	100,000	7 J. & J.	J.	1869		

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Feb. 1.							New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	100	
Loan of Jan. 28, 1847.....registered	\$7,066,900	6	Jan. & July.	1867	185		" " " " " " "	2,250,000	6	"	1874	99	
Loan of March 31, 1849.....registered	8,712,542	6	"	1868	128		" " " " " " "	500,000	6	"	1875	100	
" " " " " " " " "		6	"	1868	129		" " " " " " "	900,000	6	"	1877	100	
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	5	"	Due.	"		" " " " " " "	800,000	6	"	1878	97	
Loan of June 14, 1855.....registered	20,000,000	5	"	1874	103		" " " " " " "	909,607	5	"	pleas.		
" " " " " " " " "		5	"	1874	103		" " " " " " "	192,585	5	"	1866		
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	109		" " " " " " "	1,163,000	5	"	1868		
" " " " " " " " "		5	"	1871	111		" " " " " " "	442,960	5	"	1868		
Oregon War Loan of March, 1861.....coupon	1,016,000	6	"	1881	105		" " " " " " "	187,000	5	"	1871		
" " " " " " " " "		6	"	1881	108		" " " " " " "	4,500,000	5	"	1874	24	
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	109		" " " " " " "	900,000	5	"	1875	93	
" " " " " " " " "		6	"	1881	109		" " " " " " "	800,000	5	"	1878		
Loan of July 17, & Aug. 5, 1861.....registered	285,333,250	6	"	1881	109		North Carolina—State bonds.....coupon	9,385,500	6	Various.	'66-'91	65	
" " " " " " " " "		6	"	1881	109		" " " " " " "	5,500,000	6	Jan. & July.	'90-'92	49	
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	May & Nov.	1882	107		Ohio—State Bonds.....coupon	634,683	6	Jan. & July.	1880	98	
" " " " " " " " "		6	"	1882	108		" " " " " " "	636,798	6	"	1888		
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	May & Nov.	1884	107		" " " " " " "	378,866	6	"	1870	99	
" " " " " " " " "		6	"	1884	107		" " " " " " "	2,183,532	6	"	1875	101	
Loan of March 3, 1865 (5-20s).....registered	295,249,000	6	May & Nov.	1885	106		" " " " " " "	1,600,000	6	"	1881	102	
" " " " " " " " "		6	"	1885	107		" " " " " " "	4,095,309	6	"	1886	100	
Loan of March 3, 1864 (10-40s).....registered	171,069,350	5	Mar. & Sept.	1904	97		" " " " " " "	2,400,000	6	"			
" " " " " " " " "		5	"	1904	97		" " " " " " "	681,038	6	May & Nov.	'68-'71		
Pacific R. R. Bonds of currency.....registered	12,922,000	6	Jan. & July.	'96-'96			Pennsylvania—State Stock.....registered	20,209,000	5	Various.	'68-'90	97	
Treasury Notes of July 17, 1861 (7-30s)	167,350	7.3	Feb. & Aug.	1868	106		" " " " " " "	6,168,000	5	"	'77-'82	94	
" " " " " " " " "		7.3	June & Dec.	1868	109		" " " " " " "	3,000,000	6	Feb. & Aug.	1871	103	
" " " " " " " " "		7.3	Jan. & July.	1868	109		" " " " " " "	3,889,000	6	Jan. & July.	'71-'94	100	
" " " " " " " " "		7.3	At maturity.				" " " " " " "	484,444	6	Jan. & July.	1868		
Matured Debt not presented	15,240,104	6	At maturity.	3 y'rs			" " " " " " "	1,708,000	6	"	'68-'90		
Gold Certificates of Deposit	19,992,980						" " " " " " "	1,499,000	6	"	'77-'90		
Compound Interest Notes of 1864	143,084,640						" " " " " " "		5	"			
United States Notes (greenbacks)	381,427,096						Tennessee—State Bonds.....coupon	1,940,440	5	April & Oct.	'76-'90		
Fractional currency	28,743,734						" " " " " " "	239,167	5	"	'72-'79		
Navy Pension Fund	12,500,000						" " " " " " "	1,706,000	6	"	'82-'89		
							" " " " " " "	24,382,832	6	"	long.	90	
							" " " " " " "	873,813	6	"	1892	64	
STATE SECURITIES.							Vermont—State Bonds.....coupon	175,000	6	Various.	'76-'83		
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877			" " " " " " "	1,660,000	6	June & Dec.	'71-'78	100	
" " " " " " " "		5	Jan. & July.	1876			" " " " " " "	21,888,398	6	Jan. & July.	84-'95	28	
" " " " " " " "		6	"	1876			" " " " " " "	11,108,000	5	"	'86-'96	57	
" " " " " " " "		6	"	1868			" " " " " " "	1,866,000	5	"	1872		
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80			" " " " " " "		6	"	'76-'96		
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119		" " " " " " "	600,000	6	April & Oct.	'67-'68		
" " " " " " " "		7	"	'72-'90	101		" " " " " " "	200,000	6	Jan. & July.	'77-'88		
Connecticut—State Bonds.....coupon	10,400,000	6	Jan. & July.	1892			" " " " " " "	641,800	6	April & Oct.	'82-'98		
" " " " " " " "		6	"	1892			" " " " " " "	700,000	6	"			
Georgia—State bonds (sterling).....coupon	72,000	5	Jan. & July.	1869			CITY SECURITIES.						
" " " " " " " "		6	"	'68-'86	69		Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913		
" " " " " " " "		7	"	'72-'86			Baltimore—City Bonds.....		5	quarterly.	1870		
Illinois—Canal Bonds.....registered	1,288,887	6	Jan. & July.	1870	99		" " " " " " "		6	Jan. & July.	1873	97	
" " " " " " " "		6	"	1870	95		" " " " " " "		6	May & Nov.	1875	99	
" " " " " " " "		6	"	'60-'79	99		" " " " " " "		6	Jan. & July.	1886	98	
" " " " " " " "		6	"	'62-'79			" " " " " " "		6	quarterly.	1890	99	
" " " " " " " "		6	"	'65-'79			" " " " " " "		6	"	1890		
" " " " " " " "		6	"	'70-'79	102		Boston—Municipal Scrip.....	983,205	4	April & Oct.	'78-'79		
" " " " " " " "		6	"	1877	100		" " " " " " "		5	Various.	'66-'70	129	
" " " " " " " "		6	"	1879			" " " " " " "		5	"	'71-'75	125	
" " " " " " " "		6	"	1879	97		" " " " " " "		5	"	'76-'80	99	
Indiana—State Bonds.....registered	236,009	5	Jan. & July.	1866	92		" " " " " " "		5	"	'81-'86	100	
" " " " " " " "		2	"	1866			" " " " " " "		6	"	'67-'76	134	
" " " " " " " "		6	May & Nov.	1886	97		" " " " " " "		5	May & Nov.	'70-'71		
Iowa—State Certificates.....registered	2,058,173	2	Jan. & July.	1886			" " " " " " "		5	Jan. & July.	'77-'78	100	
" " " " " " " "		7	"	1886			" " " " " " "		6	"	'72-'73		
" " " " " " " "		7	"	1877			" " " " " " "		6	Jan. & July.	'61-'71	89	
Kansas—State Bonds.....coupon	200,000	6	"	'76-'78			" " " " " " "		6	"	'61-'97	92	
" " " " " " " "		6	"	'68-'73			" " " " " " "		6	"	'66-'95	90	
" " " " " " " "		6	"	'68-'72	95		" " " " " " "		6	"	'81-'97	95	
Kentucky—State bonds.....coupon	447,000	5	"	'67-'90	82		" " " " " " "		7	Various.	'67-'81	99	
" " " " " " " "		6	various.	'67-'90	82		" " " " " " "		6	Jan. & July.	'79-'81	94	
Louisiana—State Bonds.....coupon	9,866,000	6	"	1883	100		" " " " " " "		6	June & Dec.	1894		
" " " " " " " "		6	"	1883	99		" " " " " " "		6	F.M.A. & N.	'73-'75		
Maine—State Certificates.....	532,000	6	Mar. & Sept.	1883	100		" " " " " " "		6	"	1883	100	
" " " " " " " "		6	Jan. & July.	1883	99		" " " " " " "		6	"	1887	100	
" " " " " " " "		5	quarterly.	var.	82		" " " " " " "		5	"	1898		
Maryland—State Bonds.....coupon	2,171,902	6	"	1870	102		" " " " " " "		5	Feb. & Aug.	1868		
" " " " " " " "		6	"	1890	102		" " " " " " "		5	F.M.A. & O.	'67-'69		
" " " " " " " "		6	"	1890			" " " " " " "		5	"	1870	94	
" " " " " " " "		5	"	var.			" " " " " " "		5	"	1873		
Massachusetts—State Scrip.....	63,000	5	June & Dec.	'68-'72	102		" " " " " " "		5	"	1874		
" " " " " " " "		5	Jan. & July.	'70-'74	100		" " " " " " "		5	"	1875		
" " " " " " " "		5	April & Oct.	'72-'74	100		" " " " " " "		5	"	1876		
" " " " " " " "		5	May & Nov.	1880	100		" " " " " " "		5	"	'79-'80	88	
" " " " " " " "		5	"	1894			" " " " " " "		5	"	1890		
" " " " " " " "		6	June & Dec.	'68-'77	113		" " " " " " "		5	"	1898	87	
" " " " " " " "		6	April & Oct.	1863	125		" " " " " " "		5	Jan. & July.	'67-'81	83	
" " " " " " " "		6	Jan. & July.	'71-'75	109		" " " " " " "		5	"	'67-'82	83	
" " " " " " " "		6	"	'76-'78	111		" " " " " " "		5	"	'66-'93	97	
" " " " " " " "		6	"	1883			" " " " " " "		6	"	'66-'99	101	
" " " " " " " "		7	Jan. & July.	1868			" " " " " " "		6	"	1913		
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	6	"	'73-'83	96		" " " " " " "		6	Various.	'66-'83	97	
" " " " " " " "		6	"	1873			" " " " " " "		6	April & Oct.	'68-'71	97	
" " " " " " " "		6	"	1878	96								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	150,713	164,433	166,403	194,992	200,807	265,626	295,512	356,408	401,103	367,223	353,344	328,823	3,238,492
1885.....	289,445	247,211	432,240	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	676,366	5,826,335
1886.....	475,641	438,279	385,991	412,521	464,807	493,243	466,893	568,589	638,150	699,070	474,056	388,573	5,696,119
1887.....	377,852	333,274	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1883.....	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	158,869	153,294	1,673,706
1884.....	100,991	154,418	195,803	162,723	178,736	206,090	224,257	312,165	354,564	320,879	307,608	262,016	2,770,484
1885.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1886.....	226,153	222,241	290,111	269,749	329,851	371,644	321,597	387,269	322,638	360,223	323,080	271,247	3,696,163
1887.....	240,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1883.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,436	201,134	1,969,267
1884.....	158,735	175,482	245,150	185,013	198,679	243,178	224,980	307,874	375,960	324,866	336,617	321,037	3,095,470
1885.....	308,554	246,331	289,403	196,880	234,612	321,818	244,121	303,281	339,489	307,523	270,073	201,779	3,313,514
1886.....	241,395	183,385	267,230	197,886	264,505	290,642	224,112	310,446	396,050	432,124	331,008	232,450	3,361,331
1887.....	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1883.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,436	201,134	1,969,267
1884.....	158,735	175,482	245,150	185,013	198,679	243,178	224,980	307,874	375,960	324,866	336,617	321,037	3,095,470
1885.....	308,554	246,331	289,403	196,880	234,612	321,818	244,121	303,281	339,489	307,523	270,073	201,779	3,313,514
1886.....	241,395	183,385	267,230	197,886	264,505	290,642	224,112	310,446	396,050	432,124	331,008	232,450	3,361,331
1887.....	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1883.....	33,804	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,886	60,895	528,364
1884.....	47,393	65,565	67,822	61,512	59,182	58,178	53,518	58,458	87,037	97,876	94,543	78,111	850,496
1885.....	77,778	77,242	85,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	118,293	91,584	1,103,821
1886.....	90,415	76,430	110,079	107,072	120,460	118,603	86,057	107,052	104,547	132,726	136,597	123,785	1,317,102
1887.....	95,223	77,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1883.....	699,097	601,595	628,006	628,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	983,859	8,400,384
1884.....	548,693	539,949	566,445	548,059	548,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1885.....	984,837	934,133	1,114,508	1,099,507	1,072,395	1,041,976	964,317	1,105,394	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1886.....	1,001,007	947,146	1,266,566	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,766	1,429,766	16,424,776
1887.....	1,181,133	983,558	1,070,434	1,163,296	1,101,668	1,243,143	1,203,462	1,290,380	1,411,347	1,490,251	1,417,327	1,044,003	14,686,323
Illinois Central:													
1883.....	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1884.....	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,788	414,543	410,336	372,693	359,463	3,445,827
1885.....	299,934	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1886.....	327,900	416,588	469,782	422,797	466,372	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1887.....	671,536	628,972	616,665	516,008	460,573	617,692	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1888.....	603,053	606,286	605,465	411,005	569,250	667,679	480,626	575,263	571,348	661,971	589,219	504,066	6,516,741
1889.....	660,433	554,201	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1883.....	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,784	68,863	710,226
1884.....	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1885.....	98,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,262	118,495	116,146	105,767	1,224,069
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,566	113,504	112,952	123,302	1,201,239
1887.....	94,136	78,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1883.....	67,130	76,132	44,925	88,177	106,987	111,280	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1884.....	102,749	116,135	88,221	140,413	186,747	212,209	139,547	113,399	188,213	178,526	149,099	117,013	1,711,231
1885.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,684	1,985,712
1886.....	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,564	98,787	1,983,900
1887.....	143,000	85,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1883.....	248,784	230,508	557,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,280	348,048	3,302,542
1884.....	304,446	323,454	339,651	330,651	267,126	315,258	278,891	358,892	402,219	407,107	448,984	411,806	4,120,152
1885.....	368,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	438,727	4,826,727
1886.....	312,846	277,234	412,393	409,427	426,493	392,941	338,499	380,462	429,191	500,404	416,690	389,447	4,635,717
1887.....	302,714	302,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1883.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,024	295,956	322,369	307,474	258,634	2,650,702
1884.....	242,073	245,858	236,432	238,495	236,453	204,221	193,328	215,449	308,193	375,488	339,794	306,186	3,169,066
1885.....	252,438	278,548	348,802	338,276	271,563	266,780	346,781	408,445	410,802	405,510	376,470	397,946	3,970,946
1886.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,699	4,504,549
1887.....	282,438	265,796	337,158	343,737	365,196	335,083	324,936	359,645	429,160	493,640	414,604	308,669	4,260,112
1888.....	304,095	233,661	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1883.....	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,185	129,227	1,402,106
1884.....	86,528	96,905	106,269	203,018	237,562	251,908	251,908	241,570	300,841	395,579	346,717	171,125	2,586,601
1885.....	131,707	123,404	123,957	121,533	245,622	244,376	208,785	183,815	276,416	468,359	328,539	129,287	2,588,800
1887.....	146,900	180,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1883.....	749,163	631,956	710,614	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,693,244
1884.....	920,272	790,167	867,590	911,397	839,123	841,135	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,819	11,099,853
1885.....	921,831	936,587	959,023	1,105,684	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	1,116,829	13,357,709
1886.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,624,434	1,526,839	1,456,366	1,117,853	14,575,128
1887.....	1,086,920	896,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1883.....	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,598	332,400	278,008	346,243	275,950	3,311,070
1884.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,768,006
1885.....	297,541	246,109	326,236	277,424	283,130	263,							

AMERICAN RAILROAD BOND LIST.

— signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	85
Convert. (guar. by Dir.)	160,000	7			1893		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	59
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	226,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
1st Mortgage	395,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	84
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	81
2d Mortgage	774,709	7	April & Oct.	"	1881	77	Equipment Bonds	270,433	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,324,800	7	"	"	1881	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
2d Mortgage	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
1st Mortgage, Buffalo Extens'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	687,000	8	March & Sept.	"	1876	
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	'63-'70		Hubbard Branch	105,900	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling B'ds of 1833.	8,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Mortgage Coupon " 1853.	1,352,000	6	April & Oct.	Baltimore.	1885	99	Dividend Mortgage	1,000,000	7			1880	
" " " 1850.	928,500	6	Jan. & July.	"	1880	87	Cleveland and Pittsburg:						
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	97 1/2	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
" " " 1854.	915,380	6	Ja. Ap. Ju. Oc.	"	1887	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	80
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	76
Bay de Noquet and Marquette:							River Line bonds	4,000	7		"	1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90	Clev., Columbus and Cin.:						
2d Mortgage	435,000	7		"	1870	82 1/2	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Selvidere Delaware:							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85 1/2	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	102
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
"	300,000	7		New York.	1865		Dividend	36,860		June & Dec.	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Mortgage	245,000					
3d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	84	Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95
"	200,000	6		"	1879	97	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	233,000	7	Jan. & July.	New York.	1867	93 1/2
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101	2d Mortgage	2,622,000	7	"	"	1881	87
Income " in '99, " in '72.	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7	"	"		
Special Erie and North-East	149,000	7	"	"	'61-'70		Toledo depot bonds	169,500	7		"		
Burlington and Missouri:							Funded Interest	34,220	7		"		
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870		Dayton and Western:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage	229,000	7	March & Sept.	New York.	1882	60
Old Road bonds	121,160	7		"	'93-'80		2d Mortgage	250,000	7	June & Dec.	"	1880	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1876	90
American Loan	3,120	6	"	New York.	1884		Guaranteed	100,000	6	"	"	1875	
Loan for \$500,000	211,600	6	"	"	1887	100	State Loan	170,000	6	"	"	1876	
" " \$800,000	354,100	6	"	"	1870	93	Delaware, Lackawanna and W'n:						
" " \$775,000	675,000	6	"	"	1875	91	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
" " \$1,700,000	1,700,000	6	"	"	1883	88 1/2	1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	"	1875	101
" " \$2,500,000	867,000	6	"	"	1889	88 1/2	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95 1/2	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	Income	348,000	7	Jan. & July.	"	1884	80
2d Mortgage	493,000	7	April & Oct.	"	1879	71 1/2	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Oayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8		"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	603,000	7	Feb. & Aug.	New York.	1870	101 1/2	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	80
2d Mortgage	600,000	7	May & Nov.	"	1875	100 1/2	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	90 1/2
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
1d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6		"	1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'57-'60		State, 1st Mortgage	1,223,000					
Charleston and Savannah:							Endorsed by State of Tennessee	139,430					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	780,400					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94 1/2	Endorsed by State of Tennessee	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111	Redeemable in Stock	66,950					
" " " " " " " " " "	3,169,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	†			var.	
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort O. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordville:						
C. B. & Q. Scrip	457,409	—	Jan. & July.	Frankfort O. M.			Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	82 1/2
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100	Florida:						
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,300,000	7	May & Nov.	"	1883	91	Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867	---	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	---
North-Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
1st Mortgage	700,000	---	---	---	---	---	Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	---
2d Mortgage	224,500	---	---	---	---	---	Mortgage (Registered)	504,000	---	---	---	1873	---
Northern Central:							Richmond and Petersburg:						
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.	---	---	Mortgage bonds	319,000	---	---	---	'70-'75	---
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122 1/2
Y. and C. guar. by Balt. 3d Mort.	600,000	6	"	"	1877	91	2d Mortgage	937,500	7	"	"	1863	57 1/2
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	82 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Missouri:							Sacramento Valley:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
North Pennsylvania:							2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
Chattell Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.	---	1900	75 1/2
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	2d Mortgage	16,000	7	---	---	1866	---
Norwich and Worcester:							3d Mortgage	148,000	7	---	---	1875	---
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	---	Six per cents	78,912	6	---	---	1878	---
Bonds for Dividend Serip	59,000	7	Feb. & Aug.	New York.	'64-'74	---	Sandusky, Mansfield and N'wark:						
Steamboat Bonds	99,000	7	Feb. & Aug.	"	'63-'70	---	1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	---
Ohio and Mississippi:							Saratoga and Whitehall:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	---
1st Mortgage—Western "	850,000	7	"	"	1872	---	1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1858	---
2d Mortgage—Western "	750,000	7	"	"	1874	---	Seaboard and Roanoke:						
Orange and Alexandria:							1st Mortgage	800,000	7	---	---	1880	---
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	2d Mortgage	75,000	7	---	---	1870	---
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875	---	South Carolina:						
2d Extension	590,500	8	May & Nov.	"	1873	---	State Loan	187,000	6	---	---	1868	---
Ogdensburg & Lake Champlain:							Domestic Bonds	238,500	6	Jan. & July.	---	'75-'74	---
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99 1/2	Domestic Bonds	642,500	7	April & Oct.	---	'69-'91	---
2d Mortgage (now stock)	---	---	---	---	---	---	Steril. Skg'd b'ds after Jan. 1, '70	286,111	5	Jan. & July	London.	1886	---
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	---	1st Mortgage	500,000	---	---	---	---	---
Pacific (Mo.):							South-Western (Ga.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	98 1/2	1st Mortgage	437,500	---	---	---	1875	---
Construction Main Line	1,500,000	7	"	"	1885	92 1/2	South-West Pacific:						
St. Louis County bonds	700,000	7	"	"	1885	---	Mortgage	2,700,000	---	---	---	---	---
Panama:							Steuern and Ind. (P. C. and C.)						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101 1/2	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
2d Mortgage Sterling	346,000	7	April & Oct.	"	1875	---	Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Pennsylvania:							Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	---
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76	Syracuse, Binghamton and N. Y.:						
2d Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99 1/2	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
2d Mortgage	2,821,000	6	April & Oct.	"	1875	97 1/2	St. Louis, Alton & Terre Haute:						
2d Mortgage Sterling	2,283,840	6	"	London.	1875	---	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1864	102	2d " (series B)	1,100,000	7	April & Oct.	"	1894	---
Penobscot and Kennebec:							2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	---	2d " " (series D)	1,400,000	7	May & Nov.	"	1894	75
2d Mortgage (Coupon)	800,000	6	Feb. & Aug.	Bangor.	1876	---	" Income (series E)	1,700,000	7	"	"	1894	---
Petersburg and Lynchburg (S. Side):							Toledo, Peoria & Warsaw:						
State (Va.) Loan (S. F.)	800,000	7	---	---	---	---	1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	---
2d Mortgage (1869-'70-'75)	855,000	6	---	---	---	---	Terre Haute and Richmond:						
3d Mortgage (1862-'70-'72)	378,000	6	---	---	---	---	1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1868	---
Special Mortgage (1865-'68)	175,000	6	---	---	---	---	Toledo and Wabash:						
Last Mortgage (1861 to 1869)	183,500	8	---	---	---	---	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	89 1/2
Phila., Germantown and Norristown:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	---
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	80
Convertible Loan	292,500	6	"	"	1885	119	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	---
Philadelphia and Reading:							Sinking Fund Bonds	152,355	7	---	---	86	---
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	---	Equipment bonds	600,000	7	---	---	68	---
" 1836, "	182,400	5	"	"	1880	---	Vermont Central:						
" 1849, "	2,695,900	6	April & Oct.	"	1870	98 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1861, "	106,000	6	Jan. & July.	"	1871	92 1/2	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
" 1843, "	1,625,800	6	"	"	1880	91 1/2	Vermont and Massachusetts:						
" 1844, "	594,000	6	"	"	1880	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1863	95 1/2
" 1845, "	101,000	6	"	"	1880	91	Vermont Valley:						
" 1849, "	67,000	6	"	"	1880	91	1st Mortgage	388,000	7	April & Oct.	---	1860	---
" 1867, (convertible)	415,500	6	"	"	1886	104 1/2	1st Mortgage	114,000	6	"	"	1860	---
" 1866, "	60,000	7	"	"	1886	---	2d Mortgage	293,200	7	"	"	1859	---
Phila., Wilmington and Baltimore:							Virginia Central:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	---
Pittsburg and Connellsville:							Mortgage (coupons)	208,500	5	"	Richm'd	1872	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Mortgage (coupons)	953,000	6	"	New York.	1884	---
Pittsburg, Ft. Wayne and Chicago:							State Loan 1859-'60	210,000	6	---	Richmond.	---	---
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	Coupon bonds of 1865	33,000	8	---	---	1876	---
" (series B)	875,000	7	Feb. & Aug.	"	1912	---	Funding Interest bonds	83,125	8	---	---	'70-'77	---
" (series C)	875,000	7	Mar. & Sept.	"	1912	---	Dividend bonds	122,613	6	---	---	'55-'76	---
" (series D)	875,000	7	April & Oct.	"	1912	---	Bonds not secured by mort.	61,584	6	---	---	due.	---
" (series E)	875,000	7	May & Nov.	"	1912	---	Virginia and Tennessee:						
" (series F)	875,000	7	Jun. & Dec.	"	1912	---	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
" (series G)	860,000	7	Jan. & July.	"	1912	94 1/2	1st Mortgage	500,000	6	"	New York.	1872	---
" (series H)	860,000	7	Feb. & Aug.	"	1912	---	2d or Enlarged Mortgage	1,000,000	6	"	"	1894	---
" (series I)	860,000	7	Mar. & Sept.	"	1912	---	Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	---
" (series K)	860,000	7	April & Oct.	"	1912	---	Warren (N. J.):						
" (series L)	860,000	7	May & Nov.	"	1912	---	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	---
" (series M)	860,000	7	June & Dec.	"	1912	---	Warwick Valley, N. Y.:						
3d	2,000,000	7	April	"	1912	88	1st Mortgage	80,000	7	April & Oct.	New York.	1880	87 1/2
Bridge Bonds	191,500	7	May & Nov.	Philadelphia.	1876	---	2d Mortgage	25,000	7	Jan. & July.	Ochester.	1871	70
Pittsburg and Steubenville:							Watertown and Rome:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	75	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	---
Potomac and Watertown:							Western (Mass.):						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	---	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	---
Quincy and Chicago							Dollar Bonds	950,000	6	"	Boston.	1875	99
1st Mortgage	1,330,000	---	---	---	1873	---	Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100 1/2
Racine and Mississippi							Elmira and Williamsport:						
1st Mortgage (Eastern Division)	680,000	8	---	New York.	---	---	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
1st Mortgage (Western Division)	757,000	8	---	"	1875	38	Wilmington and Manchester:						
Salem and Gaston:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	---
Canton	100,000	---	---	---	1862	---	2d Mortgage	200,000	7	"	"	1872	---
Richmond, Fred. and Potomac:							Wilmington and Weldon:						
Sterling (£207,000)	324,000	6	---	---	1880	---	Mortgage, payable in England.	443,555	6	Jan. & July	London.	1868	---
							Sterling, issued in 1868	144,500	6	---	---	1868	---
							Company's endorsed by State.	150,000	6	---	---	1873	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics>.*

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.					Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.							
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
ALABAMA.																						
30 Jun. '80	65.0	—	—	50.6	—	—	—	Alabama and Florida	1,451,336	—	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—	
28 Feb. '80	30.3	—	—	53.1	2	2	19	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—	
31 May '80	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,281,927	184,506	—	1,067,006	777,777	240,485	2,470,223	109.6	—	207,626	111,232	—	—	
30 Jun. '80	57.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	
31 Dec. '80	469.3	13.5	—	49.4	21	20	263	Mobile and Ohio	9,358,002	2,189,562	—	3,615,400	7,561,831	1,541,891	17,922,359	482.5	—	1,324,847	612,499	—	—	
30 Feb. '80	88.5	28.4	—	—	23	14	232	Montgomery and West Point	1,338,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	230,269	6	—	
ARIZONA.																						
2 Nov. '85	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	
CALIFORNIA.																						
30 Dec. '80	22.5	—	—	—	—	—	—	Sacramento Valley	1,498,850	—	—	793,550	700,000	—	1,493,850	22.5	—	230,251	104,564	—	—	
CONNECTICUT.																						
21 July '85	23.8	—	—	1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,250	306,900	100,000	—	—	23.8	55,455	108,333	26,249	3	—	
31 Jan. '86	122.4	—	—	17.7	75.1	18	20	Hartford, Provid. and Fitchkill	3,902,356	302,511	—	2,037,940	1,938,740	—	—	122.4	319,433	644,725	166,189	—	—	
30 Nov. '86	61.4	10.2	—	66.9	25	42	434	Hartford and New Haven	3,129,047	—	3,129,047	3,000,000	927,000	—	3,927,000	75.2	—	1,591,804	633,483	12	175	
31 Dec. '86	74.0	—	—	8.9	10	12	261	Housatonic	2,439,775	—	347,819	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,096	65,463	—	—	
21 Dec. '86	57.0	—	—	2.0	8	11	188	Saugatuck	1,465,639	—	—	1,100,000	295,000	34,065	—	62.0	159,074	419,469	133,922	10	—	
23 Feb. '86	50.0	—	—	2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	733,538	766,000	—	—	62.0	—	67,143	—	—	—	
30 Nov. '86	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2,379,608	—	2,379,608	1,224,100	650,000	—	1,874,100	30.0	60,067	79,566	—	—	—	
30 Nov. '86	100.0	—	—	—	14	16	22	New London Northern	658,505	—	—	895,000	383,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	86	
31 Mar. '86	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,202	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	120	
30 Nov. '86	59.4	7.0	—	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,063	2,363,600	555,000	6,112	3,380,357	66.4	386,149	750,678	250,628	10	116	
DELAWARE.																						
31 Oct. '80	84.3	—	—	10.7	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,807,584	84.3	136,631	138,970	41,466	—	—	
31 Oct. '82	13.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,238	10,290	9	—	
FLORIDA.																						
30 Apr. '86	82.0	—	—	3.0	13.0	3	1	Florida	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,585	—	—	
— '82	59.9	—	—	5.0	—	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '82	100.0	3.0	—	10.0	153.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	29.4	—	—	—	—	—	
GEORGIA.																						
30 Jun. '86	96.7	—	—	—	16	6	85	Atlanta and West Point	1,200,079	—	96,462	1,232,000	36,500	22,731	1,296,541	83.7	—	415,411	54,648	4	—	
— '82	92.6	—	—	8.7	70.9	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—	
31 Dec. '80	63.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—	
30 Apr. '86	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	—	81.0	—	—	—	—	—	
30 Nov. '86	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—	
31 Mar. '86	171.0	61.0	—	—	19	16	171	Georgia (and Bank)	4,156,000	—	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,048	8	—	
30 Nov. '86	102.5	—	—	—	7	2	107	Macon and Western	1,500,000	—	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—	
31 July '86	59.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,865	50.0	—	202,714	110,516	8	—	
1 May '86	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	742,097	377,476	—	—	
31 July '86	106.1	100.8	—	16.2	22	20	230	South Western	3,650,868	411,373	34,175	3,302,400	437,500	12,532	4,808,553	238.8	261,524	856,546	343,502	13	—	
30 Sep. '86	138.0	—	—	—	52	24	705	Western and Atlantic	6,901,497	—	—	—	—	—	—	138.0	—	832,343	454,541	—	—	
ILLINOIS.																						
31 Dec. '86	280.0	—	—	—	67	32	1,098	Chicago and Alton	10,118,522	—	2,172,382	3,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8	109	
30 Apr. '86	317.0	83.0	—	47.0	111	54	2,142	Chic., Burlington and Quincy	12,777,552	2,670,210	2,070,579	10,193,010	6,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	132	
31 May '86	242.0	688.0	—	—	164	94	3,145	Chicago and Northwestern	37,323,791	—	2,356,690	20,155,641	12,020,483	825,398	39,680,452	300.0	—	6,820,750	1,802,272	—	—	
31 Mar. '86	181.8	—	—	—	65	71	1,305	Chicago and Rock Island	8,050,132	—	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,551	3,154,236	1,412,781	10	91	
31 May '86	174.5	5.5	—	14.3	21	22	604	Great Western	4,639,561	—	—	1,648,561	2,350,000	—	4,214,542	180.0	—	742,097	377,476	—	—	
31 Dec. '86	145.8	282.5	—	—	150	83	3,546	Illinois Central	20,954,453	—	10,523,328	23,415,780	12,114,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	113	
31 Dec. '86	119.9	—	—	—	15	6	234	Toledo, Peoria & Warsaw	4,253,624	525,000	9,2307	3,104,654	1,600,000	114,962	4,970,331	111.0	224,663	580,333	250,156	—	—	
31 Dec. '86	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,240,744	488,558	—	31	
INDIANA.																						
— '82	224.0	—	—	—	41	23	765	Chicago and Great Eastern	—	—	—	4,390,000	5,000,000	—	—	224.0	—	—	—	—	—	
31 Aug. '85	132.0	—	—	—	14	10	187	Evansville and Crawfordville	2,312,344	288,255	125,587	1,142,334	1,240,000	4,562	2,726,187	132.0	240,145	559,128	246,720	—	44	
31 Dec. '82	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	1,111,050	1,254,500	15,900	2,102,761	109.0	—	442,898	158,541	—	—	
31 Dec. '85	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,889,900	1,262,284	140,689	3,458,108	110.0	—	448,858	230,834	9	85	
31 Dec. '84	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	240,322	1,872,000	997,000	—	2,975,378	84.0	384,539	771,763	307,832	—	—	
1 Dec. '82	78.0	—	—	11.0	15	14	201	Jeffersonville	1,549,518	—	278,334	1,015,907	621,000	—	2,175,233	108.0	312,569	527,863	268,156	—	—	
31 Mar. '84	86.0	46.0	—	3.0	17	10	283	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	—								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies	Abstract of Balance Sheet.										Earnings.				Price of shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																		No.				No.		No.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Car.		Property and Assets.			Liabilities.			Total Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.		
						Passenger.	Freight, etc.	Railroad and Appurtenances.		Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.				Other Liabilities.	Gross.			Net.
M.	M.	M.	M.	No.	No.	No.													P. c.		
PENNSYLVANIA.																					
31 Jan. '66	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,876,842	44.0	134,201	358,277	123,892	10	
31 Dec. '65	387.0	103.0		117.0	139	99	3,059	Atlantic and Great Western	46,066,475		1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	430.0	2,647,709	5,811,233	2,125,200		
31 Oct. '65	65.0	2.5	4.0		21	9	413	Catawissa	3,634,000			3,350,000	279,000		3,629,000	69.6	240,418	370,223	140,587	14	
30 Sep. '65	74.0		5.4		13	12	108	Cumberland Valley	1,582,987		519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	83	
31 Oct. '65	113.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,588,706	2,668,113		10,247,050	3,491,500	742,586	14,481,135	204.5	1,437,353	1,733,320	38,671	154	
31 Oct. '65	36.0	1.7	7.7		9	6	88	East Pennsylvania	1,273,765	161,589		604,400	698,400	44,888	1,247,688	37.7	161,484	380,743	201,072		
31 Dec. '65	78.0		10.0		18			Elmira and Williamsport	2,620,000			1,000,000	1,620,000	Leased to North. Cen.	2,620,000	78.0	302,872	580,973	108,000	30	
31 Oct. '65	18.5		8.0					Erle and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,538	454,450	138,683	10	
31 Oct. '65	81.0	2.0	4.3		13	11	349	Erle and Pittsburg	1,696,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200		
31 Oct. '65	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	54.0	oper. by Penn. R.R. Co.		7	66	
31 Oct. '65	32.0		1.3		4	2	14	Hempfield	1,616,459	41,341		1,809,565	500,000	100,000	2,409,565	32.0	30,875	63,829	1,196		
31 Oct. '65	44.0	14.5	11.7		16	2	133	Huntingdon and Broad Top	2,089,328			685,180	1,406,082	389,318	2,610,530	58.5	173,778	352,213	78,702	16	
31 Oct. '65	80.0	2.0	34.5		20	6	1,278	Lackawanna and Bloomsburg	7,375,613	40,714		1,836,000	2,276,725	121,409	3,738,134	82.0	173,037	637,015	60,201		
31 Oct. '65	70.0	17.5	64.0		62	12	2,873	Lehigh Valley	7,804,083	2,037,526		6,632,250	1,477,000		8,109,250	87.5	647,080	3,049,860	1,551,680	10	
31 Oct. '65	28.3	5.0	8.0		31			Little Schuylkill	1,466,233			2,646,100	906,000	73,555	3,624,655	28.3	oper. by Reading R.R.		3	22	
31 Oct. '65	150.5		63.3					Mine Hill and Schuylk. Haven	3,708,200			3,708,200			3,708,200	150.5				57	
31 Oct. '65	65.6	14.2	13.9		23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,004	412,563	35	
31 Dec. '65	354.8	38.7	473.4		352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,661,447	45,850,796	339.2	8,604,300	17,459,169	4,189,111	10	
31 Oct. '65	17.0	3.0	22.0		18	42	119	Phila., Germant'n & Norris'tn	1,139,079	268,489		1,476,300	188,000		1,664,300	24.0	811,061	660,739	326,376	8	
31 Oct. '65	287.6		55.0		89	38	1,116	Phila. and (Sunbury) Erie	17,692,706			5,069,450	13,000,000	2,000	18,071,450	287.6	oper. by Penn. R.R. Co.			29	
30 Nov. '65	93.0	59.5	233.3		254	63	7,082	Philadelphia and Reading	22,280,948	3,755,774	4,061,353	20,240,673	6,900,663		30,608,075	471.8	3,688,309	11,149,519	4,812,271	10	
31 Oct. '65	26.5		26.5					Philadelphia and Trenton	1,336,386			999,200	200,000		1,199,200	26.5	177,483	1,030,438	345,891	10	
31 Oct. '65	96.0		83.6		52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,095	8,973,300	516,000	452,896	10,089,242	197.0	981,465	2,884,609	1,046,804	10	
31 Oct. '65	69.5		11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0	272,088	394,368	130,361	5	
31 Dec. '65	498.3	15.0	128.0		159	119	2,237	Pittsb'g, Ft. Wayne & Chicago	22,138,381		3,362,312	9,312,442	12,578,000	1,597,620	26,545,693	498.3	4,623,073	8,489,082	3,288,547	10	
31 Dec. '65	28.3		6.2					Shamokin Valley & Pottsville	1,178,778	112,824		600,000			1,788,802	28.3	Leas'd to Northern Cen.		40		
31 Oct. '65	26.4		3.3		8	18	81	Westchester & Philadelphia	1,331,640	145,557		684,036	992,300	130,840	1,777,176	26.4	138,578	847,240	200,598	4	
31 Oct. '65	30.6		4.4		7	3	228	Tioga	821,200	212,788		437,800	326,000	26,292	790,092	30.6	112,409	308,228	128,826	4	
RHODE ISLAND.																					
31 Aug. '66	62.0				16	18	140	N. Y., Providence and Boston	2,568,000			1,755,281	500,000			62.0	340,000	625,641	169,823	89	
SOUTH CAROLINA.																					
31 Dec. '65	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,009,536	51.9		288,263	151,536	6	
31 Dec. '65	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,507,000	394,000			109.6		288,263	151,536		
1 Jan. '66	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	346,546		164.5		841,190	125,871		
28 Feb. '66	102.0							North Eastern	2,011,652			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '65	136.0	106.0			47	84	343	South Carolina	8,511,957		549,110	5,819,275	3,564,796	447,436	9,827,975	242.0		1,812,738	387,332		
TENNESSEE.																					
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	53,133		505,214	514,000	90,110	1,137,707	47.6		29,967	19,187		
30 June '66	30.0		1.5		17	11	200	East Tennessee and Georgia					2,141,970			140.0	10 mos.	451,029	154,081		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		636,654	1,902,000	890,407		130.8	150,142	297,906	149,167		
30 Jun. '66	271.6	19.4	20.0		52	41	349	Memphis and Charleston	5,966,205	844,294	448,922	5,312,725	2,885,960	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142		
1859	271.6	16.0	20.0		3.9	9	542	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0		40.1	7	5	119		Mississippi and Tennessee	1,137,400			798,285	564,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	633,907	56,516		144,804	406,000	6,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,382			2,056,644	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1890	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	800,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	418,000	408,477		30.0		1,248			
TEXAS, (all aided by State).																					
	58	32.0		158.0				Buffalo Bayou, Braz. & Col'do									32.0				
	58	60.0		184.0				Galveston, Houston & Henderson									56.0				
	60	50.0		1.5	75.0	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	282,846	196,568		
	59	25.0		110.0				San Antonio & Mexican Gulf									25.0				
VERMONT.																					
May '66	110.3		6.6		10																

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	8,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	01	---
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	15	---
Catawissa (preferred)	1,180,000	7	30	---
Chemung (guarantied)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,825	7	56	---
Chicago & Alton (preferred)	2,425,400	7	109	---
Chicago & Northwestern (pref.)	12,994,720	7	65	---
Cocheco (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,773,800	10	80	---
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Delaware & Hudson (preferred)	1,988,171	7	34	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamport (preferred)	600,000	---	---	---
Erie (preferred)	8,638,700	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	63	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	600,000	7	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,039,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
" (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	7	66
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,500,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	---	---
Peterson & Hudson (guarantied)	630,000	---	---	---
Peterson & Ramapo (guarantied)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	---	---
" (preferred)	608,176	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	6
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	---
" (2d pref.)	908,422	7	7	---
Troy & Greenbush (guarantied)	274,400	6	48	---
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,403,300	7	7	---
White Mountains (guarantied)	200,000	6	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	92	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" " " " " " " "	4,375,000	5	1890	---	---
Preferred Bonds	1,700,000	6	18	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	87	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	678,799	7 J. & J.	1865	---	---
Interest Certificates	161,960	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,187	6 Qtrly.	1870	---	---
Six per cent. Loan	2,667,276	6	1884	91	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	67,000	6	1865	---	---
Morris:					
1st Mortgage	405,500	6 A. & O.	1876	83	---
2d Mortgage	295,750	6	---	---	---
Boat Loan	99,862	6	---	90	---
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	87	---
2d Mortgage	3,980,670	6 J. & J.	1882	78	---
Improvement	1,601,670	6 M. & N.	1876	74	---
Susquehanna & Tide Water:					
Copper	816,000	5 J. & J.	1865	---	---
Md. stg. loan converted	200,376	5	1865	---	---
Mortgage bonds	983,000	6	1878	64	---
Preferred Interest b'ds.	227,569	6	1878	21	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	22	---
West Branch & Susquehanna:					
1st Mortgage, Pk'g fund	460,500	6 J. & J.	1878	90	---
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	86	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	---	95
Chesapeake and Ohio	100	3,224,595	---	---
Delaware Division	100	1,633,350	---	56
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,091,700	10	53
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	5
" (preferred)	100	1,175,000	10	121
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	22	---
" (preferred)	50	2,888,983	32	---
Susquehanna and Tide Water	50	2,043,230	15	---
Union	50	---	---	2
Union (preferred)	50	2,737,000	---	---
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 99 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)..... per ton 42 50 @ 45	
Pig, American, No. 1..... " @ 44	
Bar, Refined, English..... " @ 97 50	
Bar, Swedes, assorted sizes (in gold)..... " @ 100	
STORM PRICES.	
Bar, Swedes, assorted sizes..... " @	
Bar, English & American, Refined..... " @ 115	
Bar, English & American, common..... " @ 105	
Scroll, English..... " @ 190	
Ovals and Half-round..... " @ 145	
Band, English..... " @	
Horse Shoe..... " @	
Kids, English..... " @ 172 50	
Hoop, English..... " @ 205	
Nail Rod..... per lb. 9 @ 10 1/2	
Sheet, Russia..... per lb. 14 @ 18	
Sheet, English, Single, Double and Treble..... 5 1/2 @ 8	
Rails, English (gold)..... per ton 53 @ 54	
Rails, American..... 82 50 @ 85	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d qty.)..... per lb. 18 @ 23	
English Spring (1st & 2d qty.)..... " 104 @ 12 1/2	
English Blister (1st & 2d qty.)..... " 11 @ 20	
English Machinery..... " 14 @ 16	
German..... " 14 @ 16	
American, Blister..... " 14 @ 16	
American, Cast, Hammered..... " 19 @ 17	
American, Cast, Rolled..... " 12 @ 16	
American Spring..... " 15 @ 16	
American Machinery..... " 13 @ 14	
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New (suits)..... per lb. 37 @ 38	
Sheathing, Yellow..... " 28 @ 27	
Pig, Chile..... " @	
Bolts..... " @ 34	
Braziers'..... " 37 @ 38	
American Ingot (cash)..... " 24 @ 25 1/2	
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @	
Spanish..... 6 50 @ 6 62 1/2	
German Refined..... 6 50 @ 6 62 1/2	
English..... 6 50 @ 6 87 1/2	
Bar..... per lb. @ 10	
Pipe and Sheet..... " @ 10 25	
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banco (gold)..... per lb. @ 24	
Straits (gold)..... " @ 21 1/2	
English (gold)..... " 21 1/2 @ 22	
Plates, I. O. Charcoal-p. box. 9 12 1/2 @ 9 50	
Plates, I. C. Coke..... 8 @ 8 75	
Plates, Coke Terne..... 6 75 @ 7	
Plates, Charcoal Terne..... 8 87 1/2 @ 9	
12 @ 12 50	
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d. (cash)..... per 100 lb. 6 25 @ 6 50	
Clinch (cash)..... " 7 75 @ 8	
Copper..... " @ 43	
Ausable Horse, Norway Iron, Forged..... " 26 @ 23	
Zinc Nails (6 mos.)..... " @ 20	
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity..... " @ 16	
Refined, free L. S. to White..... " 46 @	
Ref'd. in bond, prime L. S. to White..... " @ 26	
Ref'd. in bond, Standard White..... " 28 @ 27	
Naphtha, Refined (60 @ 63 gravity)..... " 21 @	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

Th 14 F 15 Sat 16 M 18 Tu 19 W 20

	1875	1876	1877	1878	1879	1900
Atlantic M. S. S. Co.	84	84	83			
At. & Gt. W. (O) 1st mt.						83
Buffalo, N. Y. & E., 1M.						
California 7s	118		118	119		
Canton Co.	51	50	47	48	48	49
Central Am. Transit.						
Chicago & Alton		107		108	108	108
" " pref.		109				109
" " 1 M.		100				
" " S. F.						
" " Inc. b'ds	91					
Chicago, Burl. & Q.				131	131	
" " S. p.						
Ohio & Northwestn	35	35	35	35	36	36
" " pref.	63	63	63	63	64	64
" " 1st M.	86				87	
" " 2d M.						
" " S. F.				95		
" " Consol.						
Chicago & Rock Isl.	96	96	96	97	93	96
" " 1st M. '70						101
Olev., Col. and Cin.				100		100
Olev. and Pittsburgh	82	82	82	82	83	82
" " 2 M.						
" " 3 M.						
" " 4 M.						
" " S. F. 7 p.c. 101						
Cumberland Coal, pref	33	35	34	34		
Del. & Hudson Canal		143	143			145
Del., Lack. & West.						
" " 1M. S.p.c.'71-5						
" " 2M. S.p.c.'81						
Erie	58	60	59	59	60	59
" " pref.	71				73	
" " 1 M. 7 p.c. '67			102			102
" " 2 M. 7 p.c. '79	101					
" " 3 M. 7 p.c. '88	97					
" " 4 M. 7 p.c. '80						
" " 5 M. 7 p.c. '88						
Hudson River	136	136	137		138	140
" " scrip						
" " 1 M. 7 p.c. '69						
" " 2 M. S. F.						
" " 3 M. 7 p.c. '76						
" " conv. bonds						
Illinois Central	115	115	115	115	116	116
" " Can. b'ds.						
" " bonds	109	109	109			
Marietta & Cin. 1st pref.	25				25	25
" " 2d						
" " 1st mort.						
Mariposa Mining Co.	8			9		9
Michigan Central	107		108			
" " S. F. S.p.c.'82						110
" " conv. S.p.c.'69						
M. S. and N. I.	74	74	71	77	78	78
" " guar'd.						
" " 1 M. S. F.			98	99		99
" " 2 M.	93					
Mil. and P. du Chien						
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Milw. and St. Paul				35		
" " pref.	56			56		
" " 1st mort.						55
" " 2d mort.				82		
Miss. & Mo.						
" " L. G. bonds						
Missouri 6s	98	97	97	97	97	97
" " iss. to H. & St. J. R.			81			
" " Pacific						
New York Central	103	103	102	104	106	106
" " Real Estate						
" " 7s. S. F. '76						
" " 7s. conv. '76						
" " 6s. S. F. '83						
" " 6s. S. F. '87						
N. York & Harlem						
" " pref.						
" " 1M. 7 p.c. '73						
" " 2M. 7 p.c. '64						
" " 3M. 7 p.c. '67						
North Carolina 6s						
" " ex-coupon	48	49	48	50	50	50
" " new					49	49
Ohio & Miss. cer.	80	29	36	27	26	27
" " pref.					70	70
Pacific Mail S. S. Co.	125	124	125	124	122	122
Panama			258			
Phila. and Reading	102	102	101	102	102	101
Pitta. Ft. W. & Chicago	96	96	96	96	97	97
" " 1M.						
" " 2M.				94		
" " 3M.						
Quicksilver Mining Co.		36	36	37	37	37
St. L., Alton & T. H.			34			
" " pref.			64			64
" " 1M.						
" " 2M. pref.				80		
" " Inc. b'ds.						
Tennessee 6s. 1890	86					
" " ex-coupon. 65	64	64	66	66		66
" " new	64	64	64	64	64	64
Tol. Wab. & Western. 39	39	38		39	39	39
" " pref.						65
" " 1M. ex.						
" " 2M.						
" " Int. b'ds.						
Virginia 6s						

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

Th. 14. F. 15. Sat. 16. M. 18. Tu. 19. W. 20.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---
U. S. 5s, 1886, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	97½	98	---	---	---
U. S. 5s, 10-40s, reg.	97½	97½	---	---	---
U. S. 6s, 1881, reg.	109½	109½	---	---	---
U. S. 6s, 1881, coup.	109½	109½	---	---	---
U. S. 6s, 81, O.W.L.Y.	105	105	105½	105½	---
U. S. 6s, 1887, reg.	---	---	131½	---	---
U. S. 6s, 1888, coup.	---	---	---	---	---
U. S. 6s, 5-20s, c. 1892-109½	107½	107½	107½	107½	---
U. S. 6s, 5-20s, c. 1894-107½	107½	107½	107½	107½	---
U. S. 6s, 5-20s, c. 1895-107½	107½	107½	107½	107½	---
7.80 Notes, 1st series. 105½	105½	105½	105½	105½	---
" 2d series. 105½	105½	105½	105½	105½	---
" 3d series. 105½	105½	105½	105½	105½	---

American Gold.

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

W. 13. Th. 14. F. 15. Sat. 16. M. 18. Tu. 19.

Cattawissa	---	---	---	---	---
" preferred	29½	---	---	30½	30½
Camden & Amboy	131½	131½	132	132	---
" " 6s, 70	---	---	---	---	---
" " 6s, 75	---	---	---	---	---
" " 6s, 83	---	---	89	89½	89½
" " 6s, 89	---	---	---	---	95½
Ches. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	56	56	---	56½	56
Elmira & Wmport	---	---	---	---	---
" pref.	---	---	---	---	---
" 7s	96	---	---	---	---
Lehigh Navigation	54	53½	53½	53½	53½
" " 6s, '84	---	---	---	---	---
Lehigh Valley R. R.	61½	61½	61½	61½	---
" " 6s	---	---	---	---	---
Little Schuylkill R. R.	32	---	---	---	---
Long Island	---	---	---	---	---
" 6s	---	---	---	---	---
Minehill	57	---	---	---	---
Morris Canal	---	75	---	---	---
" pref.	---	---	---	---	---
" 6s '76	---	---	---	---	---
North Pennsylvania	---	---	---	---	---
" 6s	---	90	---	---	---
" 10s	---	118	---	---	---
Northern Central	---	---	---	---	---
Pennsylvania R. R.	56½	56½	56½	56½	56½
" 1st m.	99½	99½	99½	99½	---
" 2d m.	---	---	98	---	---
Penn. State, 5s	---	99½	---	---	---
" 6s coupon	94½	94½	95½	---	---
" 6s W. L.	---	---	---	---	---
Philadelphia City, 6s	97½	97½	98	97½	97½
" new 101½	101½	102	102	102	101½
" munc.	---	---	---	---	---
Philad. Germ. & Nor.	61	62	62	62	---
Phila. & Reading	60½	61	61	60½	61
" 6s, '86	---	---	---	---	---
" 6s, '70	---	---	---	---	---
Philadelphia & Erie	28½	24½	28½	---	---
" 6s, '92	91½	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	---	22	22	---	---
" pref.	32	32	---	---	---
" 6s '82	78½	---	---	---	78
" 6s '76	---	---	---	---	---
" 6s '72	---	---	---	---	---
Susq. Canal	---	15	---	---	---
" 6s '78	65½	---	---	64	---
Union Canal, pref.	---	4½	---	---	4
" 6s '83	22½	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" bonds	---	---	---	---	---
Hestonville, (Horse) 14½	14½	14	14	14	13½
Chestnut & Wal.	---	---	---	---	---
Green & Coates	---	---	---	---	---
2d and 3d streets	---	---	---	---	79½
Spruce & Pine	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

W. 13. Th. 14. F. 15. Sat. 16. M. 18. Tu. 19.

Baltimore City 6s, 1875	99	---	---	99	---
" " 1880	---	---	---	---	---
" " 1870	---	---	---	---	---
" " 1890	---	97½	---	98	98
Balt. and Ohio	116½	---	---	---	116½
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	97½	---	---	---	---
" " " '80	---	---	---	---	---
" " " '86	99½	99	---	---	---
Northern Central	45½	---	---	---	---
" " b'ds, 1880	82½	82½	---	---	---
" " " 1900	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

Th. 14. F. 15. Sat. 16. M. 18. Tu. 19. W. 20.

Boston and Lowell	---	---	---	---	---
Boston and Maine	132	132	---	---	132
Boston and Providence	---	---	---	---	---
Boston and Worcester	143	144	143	143	143
Cheshire, pref.	56½	56½	56	56	56
Concord	---	---	68	---	---
Connecticut River	---	---	---	---	---
Eastern, Mass.	109	109	109	109	108½
Eastern, N. H.	---	---	---	---	---
Fitchburg	120½	---	120	---	---
Manchester & Lawr'oe	---	---	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	---	---	---	107	---
Old Colony & Newport	97½	97½	97	97	---
Ph. & W. & Baltimore	54½	54½	54½	54½	54½
Port'd, Saco & Ports	101	---	---	---	---
Vermont & Canada	100	100	---	---	---
Vermont & Mass.	---	---	56½	56	55
Western	138½	138½	138½	139	---
Broadway (Horse)	---	---	---	---	---
Cambridge	95	---	---	---	95
Metropolitan	52½	52	52	53	53
Middlesex	35	---	34	---	35
Central Mining Co.	---	---	---	---	---
Copper Falls	22	23	24	23½	22
Franklin	---	---	25	---	22
Huron	18½	18	18	16	14
Isle Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	---	---	---	---	---
Powabie	20	---	20	18	---
Pittsburg	---	---	---	---	---
Quincy	---	36½	---	---	---
Rockland	9½	9½	9½	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of Feb., and 1st of Mar.

	Closing Prices—	Feb. 22.	Mar. 1.
U. S. 5-20 yrs. 1882, 6 per cent	73½ @ 73½	73½ @ 73½	73½ @ 73½
Virginia State 5 per cent	48 @ 48	48 @ 48	48 @ 48
Do, 6 per cent	40 @ 42	40 @ 42	40 @ 41
Atl. & Gt. Western N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50x	45 @ 50x	45 @ 50x
Do, do, 2d mort., 1881	45 @ 50x	45 @ 50x	45 @ 50x
Do, Penn. 1st mort., 1877	45 @ 50x	45 @ 50x	45 @ 50x
Do, do, 2d mort., 1882	45 @ 50x	45 @ 50x	45 @ 50x
Do, consolid. mort. bonds, 1890	---	28½ @ 24½	---
Erie shares, \$100 (all paid) 8 p. c.	70 @ 72	68 @ 70	---
Do, convertible bonds, 6 p. c.	69 @ 71	69 @ 69	---
Do, 3d mort., 1883, 7 p. c.	83 @ 85	84 @ 86	---
Illinois Central, 6 p. c., 1875	72 @ 74	73 @ 75	---
Do, 7 p. c., 1875	73½ @ 75½	77 @ 77	---
Do, \$100 shares (all paid)	65 @ 67	65 @ 67	---
Maricopa & Clin. R. R. bonds, 7 p. c.	---	66 @ 68	---
Mich. Gen. convertible, 1889, 8 p. c.	---	68 @ 70	---
Do, S. F. 1st mort., 8 p. c., 1882	---	60 @ 65	---
New York Central \$100 shares	---	100 @ 103	---
Panama R. R. 2d mort., 1872, 7 p. c.	103 @ 104	100 @ 102	---
Penn. R.R. bonds, 2d mort. con. 6 p. c.	89 @ 91	90 @ 92	---
Do, 50 shares	---	85 @ 40	---
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	---	79 @ 81	---
Do, with option to be paid in Phil.	---	79 @ 81	---

American Railroad Journal.

Saturday, March 23, 1867.

Stock Exchange and Money Market.

The Money Market has been devoid of any features of novel interest, since our last. The supply of capital, especially with private lenders, has been steadily gaining on the demand for accommodation; though the city banks have been losing currency chiefly through the temporary withdrawal of country bank balances, preparatory to the making up of the required official exhibit of the condition of the latter institutions; and have been losing specie mainly through the customs drain. Not only have the city banks had this experience, but similar influences have been operating on the currency reserve of the Philadelphia, and we believe, of the Boston Banks. The loss, however, is likely to be repaired in the course of the next few weeks, and the local banks feel confident that, in the meantime, there can be no serious, indeed no perceptible disturbance of the prevailing ease in money, which is available in round sums on call to the Government houses at five, and to the leading Stock Exchange firms at

six per cent. Prime short date commercial paper has been less freely offered through the discount brokers, and has met with more favor at bank and through private channels, at 6½ @ 7 per cent. per annum. The Government has been disbursing currency pretty freely through the week, partly in redemption of the outstanding Seven-thirty notes of the first, or August issue, which will mature in less than five months, and which the Treasury officials are sturdily withdrawing, either by direct purchase, or more generally, by the conversion process; to which most of the Government banking houses throughout the country are now giving every possible aid. The changes in the city bank statement as compared with the preceding exhibit have been as follows: Increase of loans, \$931,514; decrease of specie, \$899,460; increase of circulation, \$80,875; decrease of deposits, \$2,234,723; decrease of legal tender notes, \$1,710,401. The specie reserve of the banks is now \$9,968,722, against \$15,015,242, same time last year. The city bank deposits are now \$197,958,804, against \$185,438,707 week ending March 17, 1866. The legal tender reserve amounts to \$62,813,099, against \$68,402,764 same time last year. The circulation now stands at \$33,490,686, against \$23,303,051 same time last year. The loans are now \$263,072,976, against \$233,517,378 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$82,423,135 a day, against a daily average of \$90,695,542 the preceding week, and \$77,689,080 the week ending with March 2d. The current week's exchanges average about \$78,569,372 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, \$1,313,169; decrease of legal tender reserve, \$569,062; decrease of deposits, \$2,488,671; increase of specie, \$25,367; and increase of circulation, \$8,853.

National Bank notes to the amount of \$283,150 were issued last week, making the total issue to 1,663 banks thus far \$302,176,150, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$3,272,437, leaving, with the existing 1,648 banks, an actual circulation at this date, of \$298,903,784. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,532,450; and for the public deposits, \$39,911,450—making a total of \$379,543,900. The Treasury Department, last week, redeemed and destroyed over \$380,000 of worn and mutilated fractional currency, and issued \$819,411 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 16, were \$16,772,354, including \$2,877,563 from customs duties; payments, \$17,346,144; balance at the close of the week, \$111,661,266, against \$112,235,056 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$7,147,843, and payments, \$7,152,781; on Tuesday, receipts, \$2,777,742; payments, \$2,357,915. The balance at the close of business on Tuesday stood at \$111,576,156, against \$113,969,371 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March

16, was \$10,864,991—\$9,195,281 of which was in coin—showing a decrease of \$166,760 as compared with the close of the previous week. The amount received for customs during the week was \$347,000.

Government revenues were on a somewhat contracted scale, last week. The excises, last week, yielded over \$2,316,436, against \$4,190,628, the preceding week; customs at the port of New York, \$2,877,563, and at the outports, about \$950,000 (in coin) more, making the grand total income for the week equal about \$7,484,000 in currency, against disbursements of \$4,608,284 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$210,000,000.

The internal revenue of the Government in each of the last two years was as follows:

	1865.	1866.
Manufactures and productions...	\$104,379,609 56	\$178,366,691 37
Slaught'd animals	1,261,357 09	1,291,570 51
Various gross receipts	8,891,874 14	10,092,707 59
Sales	4,062,243 54	4,002,282 91
Licenses	12,613,478 67	18,038,097 71
Income	20,740,451 33	61,071,982 25
Legacies and Successions	546,708 01	1,170,978 85
Carriages, plate, etc.	780,266 58	1,693,122 73
Passports, etc.	29,538 29	31,759 00
Special income tax	28,929,312 02	
Penalties	517,627 41	932,618 82
Banks, railroad companies, etc.	14,385,606 63	13,279,142 46
Salaries	2,826,333 37	3,717,394 69
Stamps	11,162,392 14	15,044,373 18
U. S. Marshals	2,735 29	210,234 38
Spec'l Treas. Agts.		1,974,101 72

The gold movement of the week has been a very sluggish one, as a rule. The speculative demand has been, by no means, confident. The customs inquiry has been fair, but much less urgent. There has been no export call of moment. The extreme rates of the week have been 133¾@134¾, showing a remarkably steady market. At the ruling figures, each day's business in the Gold Room has been unusually limited. The closing prices on Wednesday was 134¼@134¾, on a comparatively firm, though inactive market. Wednesday's specie exports from this port were confined to \$4,536 by the Cuba. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$370,093. The customs demand for Gold last week, averaged \$479,594 a day; thus far, this week, it has been equal to \$125,443 a day, or equal to a weekly aggregate of \$2,552,658. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached \$77,854, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$90,978,093, against \$96,448,614 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$30,458,213, against \$20,645,630 same time last year, showing an increase this year, of \$9,812,583. The exports of specie from this port, last week, were \$244,888. The total outflow of specie from the port, thus far in the current fiscal year has been \$22,765,131, against \$17,282,431 same time in

the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$177,700, making the total coin interest disbursements through the Government office, since July 1, 1866, \$36,133,340, against \$31,763,058 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 10, 1867, reached \$5,160,000, against \$4,210,090 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 16th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s...	\$285,440	\$178,790	\$106,740
100s...	4,922,600	3,261,300	1,661,300
500s...	653,500	259,000	394,500
1,000s...	23,424,000	19,656,000	3,768,000
1,500s...	144,875,000	121,605,000	13,270,000
10,000s...	5,000,000	5,000,000	.....
Total....	\$179,160,540	\$159,960,000	\$19,200,540

There has been rather more movement in the foreign exchange, on an increase call from importers, and rates have been quite firm, and inclined to buoyancy. Bankers' 60 day bills on London closed on Wednesday at 108¾@109, and on Paris to 5.18¾@5.15; sight bills on London to 109½@109¾; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been quite extensive since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,315,398, making the total value of exports since July 1, 1866, \$123,201,757, against \$157,669,853 same time in the preceding fiscal year.

Government securities have held their own, as to price quite tenaciously, through the week, despite the general dullness in the stock business, and the adverse influence of the depression and inactivity in gold. The demand has been, chiefly from home investors, especially for the later, or 1865 issues of the Five-Twenty six per cent. coin-bearing bonds, which have been on the advance. The Seven-Thirty Notes have also been buoyant in price, having been favorably by the steady progress of the retirement of the first series, through conversions into the consolidated Five-Twenties, U. S. sixes of 1867 closed here on Wednesday at 130; U. S. sixes of 1868, at 128½; U. S. sixes of 1881, 109@109¼; U. S. Five-twenties of 1862 at 109@109¼; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1865, consolidated, 107@107½; U. S. Ten-forties at 97¾@98, ex-coupon, and U. S. Seven-thirties at 105½@106½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	117¾	May, 1865.....	112¼
July, 1864.....	117¼	August, 1865.....	111¼
August, 1864.....	116¾	September, 1865.....	110¾
October, 1864.....	114¾	October, 1865.....	110¾
December, 1864.....	113¾		

The railway and miscellaneous Stock Market has been fitfully active through the week, but the aggregate business has been by no means heavy, and prices have been quite variable for all the speculative favorites. Toward the close, though transactions in most of the share properties were on a comparatively moderate scale, the market exhibited some symptoms of firmness and buoy-

ancy, favored as it was by the remarkably even and easy movement in money.

General business has been moderately active. Domestic produce opened very buoyantly in price, on a decidedly livelier inquiry, partly from regular home and export buyers, and partly from speculative sources, stimulated by more favorable foreign news; but at the close, transactions diminished in volume, and prices became irregular and less firm. Middling grades of cotton left off less buoyantly at 31½@33 cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 2,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 453,000 bales, against exports of 251,628 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,423,000 bales against 1,545,830 bales same time last year; exports, 803,225 bales, against 913,835 bales same time last year; estimated stock at latest dates, 610,000 bales, against 523,000 bales same time last year. In foreign merchandise, the main business was transacted in dry goods and groceries, which, as a whole, were pretty freely offered on terms more advantageous to purchasers. An unusually active marketing movement was reported in the foreign dry goods line. The total imports of foreign dry goods, last week, were \$2,272,278, and the total amount marketed \$4,972,344. The value of foreign merchandise imported last week, was \$2,329,422—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,601,700, and since July 1, 1866, \$183,477,333, against \$209,564,883 same time in the preceding fiscal year. The ocean freight market has been less active, with 448 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 5½@6d. per bushel; cotton at 5½@1½d. per lb.; and heavy goods at 17s.6d.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 5.	March 13.	March 20.
Consols.....	91	90¾	91
U. S. 5-20's of 1862.....	73¾	74¼	74½
U. S. 5-20's of 1865.....	72	72½	72¾
Erie.....	36	39¾	40¼
Ill. Central.....	76½	78	78½

The New York exports, exclusive of specie, for the week ending March 19, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$5,091,287	\$4,835,398
Prev. reported.....	45,700,430	37,279,964

Since January 1.....\$50,791,717 \$41,595,362

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods.....	\$3,183,369	\$2,272,278
Gen. merchandise.....	2,226,509	2,329,422

Total for the week.....\$5,809,878 \$4,601,700
Previously reported.... 61,670,807 47,942,601

Since January 1.....\$67,480,685 \$52,544,301

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise.....	\$209,564,883	\$183,477,333
Exports produce.....	157,669,853	123,201,757
Exports specie.....	17,282,431	22,765,131

The balance in the Sub-Treasury on Wednesday was \$112,409,069 48.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, ex-coupon, 41¼; Connecticut 6s, 101; Kentucky 6s, 98½; Minnesota 8s, 102; N. Y. State 7s, Bounty Loan, coupon, 106¾; do., reg., 106¼; do., 6s, 1874, 99½; Georgia 6s, ex-coupon, 69; Rhode Island 6s, 100; Chicago, Rock Island and Pacific 7s, 90; Hudson River R. R. bonds 1867, 100¼; Morris and Essex 1st mort., 96; do., 2d mort., 86; Cleveland and Toledo 7s, new, 97; Indianapolis and Cincinnati ex-div., 85; N. Y. and New Haven R. R., 120; do., bonds, 94¼; Cincinnati, Hamilton and Dayton, 88½; N. J. Central, 117¼; Brooklyn 6s, Water Loan, 95; Jersey City Water Loan, 94½; Boston Water Power Co., 25½; U. S. Coal, 35¾; American Coal, 52½; Ashburton Coal, 24¼; Central Coal, 45; Pennsylvania Coal, 150; Wilkesbarre Coal, 36½; Mariposa pref., 23½; Rutland Marble, 12; Wells, Fargo & Co., Express, 58; U. S. Express, 57¾; Adams' Exp., 58¼; American Exp., 58; Western Union Telegraph, 41¾; Merchants' Bank, 116; Bank of Commonwealth 107; Fourth National Bank, 104¼; Ocean Bank, 103; Bank of Commerce, 115; Bank of New York, 118; U. S. Trust Co., 58; Metropolitan Bank, 124; Oriental Bank, 130; Union Trust Co., 160; Alameda Silver, 7.40; Atlantic and Pacific Gold, 2.75; American Flag, 0.80; Benton Gold, 1.55; Corydon, 4.00; Columbian G. & S., 2.90; Consol. Colorado, 0.08; Charter Oak Copper, 1.57; Consol. Gregory Gold, 12.00; Des Moines, 0.25; Davidson Copper, 1.45; Gunnell Gold, 5.00; Hope Gold, 0.04; Keystone Silver, 0.04; Kipp and Buell, 0.60; Liberty Gold, 0.07; La Crosse Gold, 0.60; New York Gold, 1.05; People's G. & S., 1.25; Quartz Hill, 3.65; Reynolds Gold, 0.06; Rocky Mt. Gold, 1.00; Russell File, 3.25; Smith and Parmalee, 6.10; Tudor Lead, 2.90; Walkill Lead, 0.62; Bennehoff Run Pet., 2.75; Bennehoff Mutual, 0.70.

Philadelphia.—Philadelphia and Trenton R. R., 130; do., 6s, 99; Warren and Franklin 7s, 81; Steubenville and Indiana mort. 6s, 81; Sunbury and Erie 7s, 99; Reading mort., 6s, 91; Allegheny County coupon 5s, 76; Pittsburg 5s, 75; Germantown Passenger R. R., 28½; West Philadelphia R. R., 72½; 13th and 15th streets, R. R., 20½; Camden and Amboy scrip, 74; Lehigh Coal and Nav. scrip, 61; Susq. Canal scrip., 64; Lehigh R. R. scrip, 16; Phila., Wil. and Balt. R. R., 55; New Creek Coal, ¼; St. Nicholas Coal, 1.44; Ocean Oil, 2¾; Maple Shade, 1½; Farmers' and Mechanics' Bank, 136½; Commercial Bank, 56¼; Pennsylvania National Bank, 58¼; Consolidation Bank, 45; Manufacturers' Bank, 32½; Philadelphia Bank, 153; Southwark Bank, 100; Mechanics' Bank, 33. The latest quotations are: City 6s, 97¾@98¼; do., free of tax, 101½@101¾; State 5s, 99@99¼; do., coupon, 95@95½; do., 6s, W. L., 103@103¼; Phila., Wil. and Balt., 55; Reading 50½@51; do., 6s, 1870, 95@97; do., bonds, 90¾@91; do., con., 103@103; Camden and Amboy, 132¾@133; Penn. R. R., 56¾@56¾; do., 1st mort., 99½@99¾; do., 2d mort., 97¼@98¼; Little Schuylkill R. R., 30@33; Morris Canal, 75@80; do., pref., 120½@121; do., bonds, 98½@94; Wyoming Valley Canal, 56

@60; do., 6s, 85@86; Susquehanna Canal, 14½@15; do., 6s, 64¾@65½; Sch. Nav., 21½@22½; do., pref., 81¾@82¼; do., 6s, 1882, 78@78; Union Canal bonds, 21@22½; Delaware Div. Canal, 56@57; do., bonds, 85@87; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95@96; do., 5s, 64½@67; Lehigh Coal and Navigation, 58¾@59½; do., bonds, 1884, 90½@91½; North Pennsylvania, 34@34¾; do., 6s, 89@90; Philadelphia and Erie, 28½@29; do., 6s, 91½@92; Minehill, 57¼@58; Catawissa, 13@20; do., pref., 30¼@30½; Lehigh Valley, 60¾@60¾; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78¾@79; West Philadelphia, 72@73; Spruce and Pine, 30@30; Green and Coates, 30@32; Chestnut and Walnut, 47@48; Thirteenth and Fifteenth, 20@21; Girard College, 27@30; Tenth and Eleventh, 65@68; Union, 40½@41½; Hestonville, 14@14½.

Boston.—Vermont Central, old, 1¾; do., 1st mort., consolidated, 67½; New Bedford and Taunton 6s, 1881, 97½; Western R. R. 6s, 1875, 99; Burlington and Missouri River 7s, 1893, 80; Old Colony and Fall River 5s, 1867, 98½; do., 6s, 1876, 96¾; Rutland and Burlington 1st mort., endorsed, 122½; Ogdensburg and Lake Champlain R. R., 63; Boston, Hartford and Erie, 12¼; do., 7s, 46; Ogdensburg R. R., 75c; Indianapolis and Cincinnati ex-div., 43; Union R. R., 88; Boston Water Power Co., 25; Cary Imp., 8¾; Boston and Roxbury Mill, 41¼; Short Mt. Coal, 11½; New Hampshire 6s, 1868, 99¾; Massachusetts 5s, 1893@1898, gold, 99¼; Rhode Island 6s, 1882, 99; Cook Co., Ills., 7s, 95¼; Boston 5s, 1868, gold, 129½; Boston 6s, 1874, currency, 100; Chicago 7s, municipal, 99; do., sewerage, 99¾; do., 6s, 1870, 96; Hartford 6s, 1879, W. L., 98¼; do., 1881, 97½; Brooklyn 6s, W. L., 1896, 94½; do., 1897, 94¼; Portland 6s, 1871, 97; do., 1877, 98½; St. Louis County 7s, 1885, 80¾; do., 6s, 1879, 77½; Boston Gas Light, 770; Union National Bank, 124; Merchants' National Bank, 111½; Second National Bank, Granite, 138¾; National Bank of Commerce, 119¾; Freeman's National Bank, 130; Everett National Bank, 102; Bunker Hill National Bank, Charlestown, 117¾; Tremont National Bank, 119¾; Shawmut National Bank, 115¼; Eliot National Bank, 108½; First National Bank, Chelsea, 90; Allouez Mining Co., 5½; Bay State, 7; Canada, 52c; Concord, 2½; Dana, 1¾; Eagle River, 2¾; Hancock, 8; Humbolt, 1½; Native, 2; Petherick, 2¼; Phoenix, 5; Superior, 2½; St. Clair, 5½; South Side, 1½; Winthrop, 1.

Baltimore.—Virginia 6s, reg., 29½; Marietta and Cincinnati 1st mort., 82; N. W. Va. R. R., 18; Liberty Copper, 0.85; Gardner Hill, 0.50; Balt. and Cuba S. and M. Co., 60; Canton Co., 47; Citizens' Bank, 14; Mechanics' Bank, 9¾; Union Bank, 60¾; Farmers' and Planters' Bank, 30; National Exchange Bank, 97; Third National Bank, 102. The latest quotations are: Balt. and Ohio, 116½@116¾; do., 6s, 1867, 98@100¾; do., 1875, 97½@97¾; do., 1880, 97@97½; do., 1885, 99@99½; Northern Central, 45¼@46½; do., bonds, 1885, 82@86; N. W. Va., 18@18; do., 1st mort., 1873, 93@93½; do., 2d mort., 90@93½; do., 3d mort., 89@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 81¾@82¾; Central Ohio, 24@26; do., 1st

mort., 89@90; Western Md. bonds, 64@68; do., guar., 93½@96; Maryland 6s, coupon, 1870, 100@102½; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 97@97¼; do., 1873, 96@99; do., 1875, 98½@98¾; do., 1886, 98@98¼; do., 1890, 97½@98; do., coupon, 100@100; do., Park, 98½@99; do., 1892, 95@95; do., 5s, 1888, 70.83@83; City Passenger R. R., 17½@18; Canton Co., 46@48; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 5@7¼; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.20@0.25; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.10@0.40; Baltimore Coal, 160@175.

Missouri State Debt.

We give elsewhere a copy of the act recently passed by the Legislature of Missouri to provide for the payment of the interest upon the State Debt. After reserving for certain specified purposes, \$2,000,000 of the money appropriated by Congress to reimburse the State for war expenses, the remainder, \$4,000,000, and upwards, is appropriated to the payment of overdue outstanding coupons in the order of their maturity. The overdue coupons not thus provided for will be taken up, and six per cent. interest bearing bonds given therefor. Six hundred thousand dollars is appropriated to pay the interest falling due on the 1st of July, 1867, and a tax of four mills on the dollar levied to meet the semi-annually accruing interest thereafter. Provision is made that in case the money should not be in the Treasury to meet this interest as it falls due, temporary loans to raise the money may be effected therefor by the interest fund commissioners. Thus it will be seen that every possible means for the restoration of the State's credit has been employed and incorporated in the bill.

Genesee Valley Canal.

The *Mc Kean Miner*, published in the heart of Mc Kean County, Penn., and in the mining region, says that "if New York will make the Genesee Valley canal what it should be then private Pennsylvania enterprise would extend this great improvement into the heart of Mc Kean, Elk, and Cameron Counties, and during the canal season, despite all the railroads, the Valley canal would become the carrier of the coal of that region of Central and Western New York, the lakes and Canada. It argues that the transportation from that region of lumber and iron is greatly to increase, and that the Valley Canal would undoubtedly be one of the chief means of conveyance."

The time for building the Philadelphia and Baltimore Central Railroad has been extended by the Maryland Legislature to 1873. The bill requires the road to be commenced at Stemmer's Run within a year, and six miles to be built each year thereafter. The road is to pass not more than one mile from Belair, and to cross the Susquehanna river at or near the former mouth of Deer Creek.

The following gentlemen have been elected directors of the Pittsburg and Connellsville Railroad for the ensuing year: President, John A. Wright; Directors, Thomas A. Scott, Josiah Bacon, John M. L. Kennedy, Wistar Morris, Edw. C. Knight, J. L. Russell, G. W. Cass, D. R. Davidson, D. C. Small, John D. Reddy, Ashbel Green, A. K. McClure.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 2d, 1867, were.....\$128,901 00
Corresponding week of previous year. 126,026 00

Increase.....\$2,875 00

The earnings of the Detroit and Milwaukee Railroad for the second in week March, 1867, were.....\$30,071 00
Corresponding week of 1866.....27,250 00

Increase.....\$2,821 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in March, 1867, were.....\$57,865 00
Corresponding week of previous year.. 58,400 00

Decrease.....\$535 00

The earnings of the Western Union Railroad for the week ending March 14, 1867. . \$8,146 80
Corresponding week previous year.... 9,661 34

Decrease.....\$1,514 54

The earnings of the Chicago and Northwestern Railroad for 2d week in Mar., 1867 ..\$167,140 48
Corresponding week previous year .. 142,821 11

Increase.....\$24,319 37

The earnings of the Michigan Central Railroad for the 2d week in Mar., 1867, were...\$93,633 00
Corresponding week of previous year.. 76,889 00

Increase.....\$16,744 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Mar. 1867, were.....\$86,895 00
Corresponding week of 1866.....89,390 00

Decrease.....\$2,495 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Mar., 1867...\$19,918 00
Corresponding week previous year.... 19,073 00

Increase.....\$845 00

Journal of Railroad Law.**LIABILITY OF COMMON CARRIER WHERE GOODS PASS OVER SEVERAL ROUTES.**

The case of *McDonald vs. Western Railroad Company*, lately decided in the Court of Appeals of this State, will be found of great interest as holding that where goods are shipped and must pass through the hands of several intermediate carriers before arriving at the place of their destination, the duty of each intermediate carrier is to transport the goods safely to the end of his route, and deliver them to the next carrier on the route beyond.

The case also decides that an intermediate carrier, in such case does not relieve himself from liability by simply unloading the goods at the end of his route, and storing them in his warehouse, without delivery or notice to, or any attempt to deliver to the next carrier.

The facts of the case appear in the opinion of the Court by

HUNT, J.—On the 20th day of June, 1861, the plaintiff's assignor shipped two boxes of marble monument, from a station on the Harlem Railroad directed to "Elijah W. Brigham, Binghamton, New York, Harlem Railroad to Albany, Erie and Chenango Canal to Binghamton." The plaintiff did not accompany the stone, and gave no other directions than those mentioned upon the boxes. The goods were received by the defendants from the Harlem Railroad, transported to

East Albany, which is the terminus of the defendants road, and deposited in their warehouse. This was on the 22d of June, 1861, and on the 5th of July, 1861, the defendants' warehouse, with a large amount of property contained in it, the property in question among the rest, was destroyed by fire. The plaintiff sues the defendants for the value of the marble thus destroyed, claiming that the liability of a common carrier remained upon them at the time of the loss. The defendants, on the other hand, contend that the carrier's liability had ceased, and they were under no greater liability than that of warehouseman, which is that of care and diligence merely.

In receiving the goods in question from the Harlem road, in transporting them upon their road to East Albany, and into their warehouse in that place, all agree that the defendants acted as common carriers, and were subject to the responsibilities of bailees of that character. When or by what act was their character as such ended, and that of warehousemen or forwarders substituted? Was it when the property was removed from the cars and placed in safe deposit in their warehouse? The cases of *Thomas vs. Boston Railroad Co.*, (10 Metc., 472,) and *Norway Plains Co. vs. Boston and Maine Railroad Co.*, (1 Gray, 263,) afford apparent countenance to this idea. In both of these cases, however, this important fact existed, that the place of delivery was at the termination of the carrier's road. The goods were to be delivered in Boston, and Boston was the termination of the carrying road. What would have been the duty of the carrier if the goods had required further transportation, was therefore not in question, and not alluded to by the Court in either of those cases.

That the removal from the cars and deposit in their own warehouse did not, of itself, change the character of the defendants' liability, is established by the cases of *Gould vs. Chapin*, (20 N.Y., 259,) and *Van Santvoord vs. St. John*, (6 Hill, 167.)

Those cases hold that the carrier must perform some act, distinctly indicating his intention, to end his liability as carrier, and calculated to accomplish that result before he can cease to be a carrier, and become a forwarder or warehouseman. In the last case referred to, the defendants received the box of goods addressed to "J. Petrie, Little Falls, Herkimer Co.," with no other direction, transported it by their barges to Albany, and thence shipped it by a responsible line of canal boats on the Erie Canal, to be delivered to the consignee at Little Falls. Before reaching that place, the box was rifled of its contents. The Court held that it was not the duty of the defendants themselves to transport the property to Little Falls; that a compliance with their custom to deliver the same on board of a boat going to that place, was a performance of their duty as carriers.

In the case of *Gould vs. Chapin*, the goods were also received at New York by the defendants, a barge company, and to be transported to a place on the Erie Canal, West of Albany. The direction was to the plaintiffs, "to the care of Field & Co., Brockport, N. Y., per Atlantic line." The goods arrived at Albany on the morning of the 14th of August, 1848, and during the day following were discharged into a float belonging to the

defendants, and which was used as a place for storing and delivering goods to the canal boats going West. The defendants had at the time two warehouses at Albany, one on the dock, another on the pier. On Tuesday the 15th, the defendants gave notice to the agent of the Atlantic line, requesting him to take them away. This notice was repeated on Wednesday morning and on Thursday morning. On the afternoon of Thursday, the goods were consumed while on board the float, by a fire which commenced on shore and spread among the shipping. This Court held that the defendants were liable as carriers; that the notice to the Atlantic line, and their unreasonable neglect to take the goods, did not exempt them; that to exempt themselves, the carriers must store the goods in a warehouse, or in some other way clearly indicate a renunciation of the relation of carrier. The Court held that, as there was neither a deposit in a warehouse, which would have indicated clearly a renunciation of the carrier's liability, or a delivery to the carrier by canal, which would have fulfilled the duty of the first carrier, the defendants were liable.

The defendants in the present case did no act indicating that they had renounced the liability of a carrier. They simply unloaded and deposited the goods in their warehouse. Had this deposit been made in the warehouse of a company engaged in canal transportation westwardly, it would have been an act of great significance. But here the fact is expressly found that it was the custom of the further carrier to take the goods from the defendants' depot. The liability of the further carrier did not commence until he removed the goods from the defendants' warehouse. The deposit, therefore, by the defendants, in their own warehouse, did not afford any evidence of a renunciation of the carrier's liability. The case of *Ladue vs. Griffiths*, (25 N. Y., 364,) is somewhat similar. There the defendant was a warehouseman of Buffalo, and a carrier on the Erie Canal, and used to receive freight from the West and forward it to the East by the first boat going, whether his own or that of other carriers. He received goods from Detroit, addressed to his care at Buffalo, and marked to go from "Buffalo to East Albany, at 30 cts. per 100 lbs." The presumption, the Court say, from these facts alone is, that the goods came to his possession as carrier, and having been burned while in his warehouse awaiting transportation, he is liable for their value. The goods might have gone by some other line, in which case, Griffiths would never have been a carrier at all. But they might, at his pleasure, have been placed upon his own boats, and hence he was held as a carrier. In the present case, the goods came to, and remained in the defendants' warehouse by their own act, awaiting transportation, and as a part of the contract of carriage. The goods were placed in the defendants' warehouse for their own convenience, for the purpose of, and until they should be delivered to the further carrier for transportation by canal. (Aug. on carriers, § § 131, 140; Story on railroads, 536; cited in *Ladue vs. Griffiths*, Supra.) I think the deposit in the defendants' warehouse was a mere accessory to the defendants' carriage, in which case the carrier's liability still remains. (*Blossom vs. Griffin*, 3 Kern., 569, 572.) East Albany is upon the left bank of the Hudson River,

a stream flowing down from many miles above Albany, and continues one hundred and fifty miles farther down. It was a boundary, impassible to the railroad, as no bridge then existed, and when reached, goods, whether they were to be at once shipped to the West, or whether that was their final destination, must necessarily have been unloaded in the warehouse, and left there until a barge or a canal boat should come to receive them, or they should be demanded by the owners. The defendants' liability as carrier was unbroken.

No claim is made by the defendants upon the argument and their liability is discharged by notice to the further carrier that the goods were ready for his transportation. There was no sufficient notice in the present case, and in *Goold vs. Chapin* (Supra,) the notice repeatedly given and unreasonably neglected by the further carrier was held to constitute no defense.

I am for affirmance of the judgment.

Judgment affirmed.

The Cincinnati, Hamilton and Dayton and Dayton and Eastern Railroads.

We learn from the *Cincinnati Gazette* that a contract ordered by the directors of these two companies has been executed, and needs but the assent of their stockholders to perfect it. The latter is the corporation recently organized to build what is known as the Short Line road to Dayton, and has a perpetual lease of the Sandusky and Cincinnati (formerly the Mad River and Lake Erie) Railroad. By this contract, the former company grants to the latter the perpetual right to the use of the narrow gauge tracks of the former, including side tracks, switches, water and wood stations, and depots at Dayton, Middletown and Hamilton, for as many trains, both passengers and freight, as may be necessary for the convenient transaction of its business, between Dayton and a southern terminus in Cincinnati, not further east than 600 feet east of the point of connection with the Marietta and Cincinnati Railroad, near Millcreek—the Cincinnati, Dayton and Eastern providing its own depot grounds and depot—for which an annual compensation is to be paid of \$130,000, to be increased to a maximum of \$150,000, in the event of a contemplated increase of business from connecting roads, and also a certain proportion of the cost of repairs of the tracks, bridges and structures used in common, according to the wheelage and mileage of each company. The use of the tracks granted to the Dayton and Eastern Railroad Company, is limited and restricted by certain conditions, of which the following are the most material:

1. The passage fare from Cincinnati to Dayton, and *vice versa*, is to be fixed by mutual agreement, and to be the same on all trains. The local fare to and from intermediate points to be fixed by the Cincinnati, Hamilton and Dayton Co. The Dayton and Eastern Company not to receive passengers at any local points, except Hamilton and Middletown, and then only upon two daily trains each way, and any local fares otherwise collected to pay over in full, and not to sell any commutation tickets to any local stations.

2. The Dayton and Eastern Company are prohibited from carrying to or receiving from, any point between Cincinnati and Dayton, any freights, but may deliver freights to such intermediate points brought from beyond Dayton, upon a pro rata division according to distance, with an allowance for mileage.

3. Each party is prohibited from competing with the other, to points local to them respective-

ly, or reached over other roads with which they have established connections, and the rates of freight from Cincinnati or Dayton to Toledo and Sandusky, and *vice versa*, to be the same.

4. The trains of the Dayton and Eastern Company to run on such time as it may fix, subject to a limited variation by the Cincinnati, Hamilton and Dayton Company for general safety, and the speed to be limited to the usual rate on first-class roads. A Train Dispatcher, jointly appointed, directs their movements, on the prescribed regulations.

5. The Dayton and Eastern Company have the right to carry express and mail matter brought from or over the Sandusky road to all points between Dayton and Cincinnati.

6. The Cincinnati, Hamilton and Dayton Company furnishes fuel and water at actual cost.

7. The salaries of all joint employees to be paid jointly, in the same proportion, as repairs.

8. Each party to be responsible to third persons for damages occasioned by or on its own trains, and to each other, for the neglect or default of its own employees, but not for the neglect or default of joint employees.

9. The second track of the Cincinnati, Hamilton and Dayton Company, when extended, to be done of its own cost.

Provision is made for a forfeiture of the right to run trains, in the event of non-payment of rent or repairs, which are payable monthly, and for a reference to arbitration of all questions that may arise under the contract or in reference to its construction.

The Dayton and Eastern Company binds itself not to construct or operate any railroad between Cincinnati and Dayton, and the Sandusky and Cincinnati Company are to become a party to its provisions. The contract takes effect upon its due ratification by the stockholders of the respective companies, and the rents to begin to accrue on January 1, 1868, or from the date when the use of the tracks contemplated shall commence, if it sooner commences.

This contract, we are advised, has been executed upon the unanimous approval of the directors of the two companies, and will doubtless receive the like assent of both bodies of stockholders. Its importance to their interests cannot be over estimated, as it must be regarded as mutually beneficial. It secures two great objects: 1st, To the Sandusky road and its connections, now or hereafter formed, the benefits of an independent entrance to Cincinnati, with all the advantages that secures for it a through line to the North and East, free to compete with all its rivals for public favor without the enormous and unremunerating outlay that would be required to construct a separate road from Dayton to Cincinnati. 2d, To the Cincinnati, Hamilton and Dayton Railroad Company, a more full and active employment of its capital, fixed in its road bed and structures, with a handsome return for its use, amounting to about seven per cent. per annum upon one-half of the cost of its construction, exclusive of the Broad Gauge track, not used by the Cincinnati, Dayton and Eastern Company, and a full and complete protection in its purely local business.

The only disappointment to be expected at this consummation, which has any appearance of being legitimate, will be on the part of those residing on the line of the proposed route, which by this arrangement is abandoned, principally the inhabitants of Middletown, Franklin, and others, east of the Miami river. But it is evident that the public interests do not demand the accommodation of

a second road between Dayton and Cincinnati. When they do, the capital to meet the demand will be attracted by the certainty of remuneration. Any experiment in that direction now might promote certain local interests, but it would be at the expense of those who invested in a road that could pay no dividend, with great injury to the interests of others in existing investments, that might and would be greatly injured by the unnecessary competition.

The Cincinnati, Dayton and Eastern Railroad Co., to facilitate their business over the Cincinnati, Hamilton and Dayton Railroad, has contracted with the Indianapolis and Cincinnati Railroad Co. for the use of the depot and depot grounds of the latter company, in Cincinnati, at an annual rent of \$85,000.

Railroad over the Hoosac Mountains.

The *Hampshire Gazette* says that the survey of the proposed road over the mountains from Williamsburg to Adams has been completed. "The highest grade is not over 70 feet per mile. The route runs up the reservoir valley toward Ashfield, then turns toward Goshen, and runs through Cummington and Savoy. The grade on each side of the mountain is about the same. It thus appears that a railroad over this route is perfectly feasible, and it needs but little discernment to see that it would be a money-making operation for the Commonwealth to relinquish the tunnel project even, and build this road. It could be done in one or two years, at about the cost of the expenses on the tunnel during that time. The subject is well worthy the serious consideration of the Legislature."

New Railroad Project.

A meeting of the citizens of Albany, Greene and Schoharie counties was held at Rensselaerville on the 15th inst., to take into consideration the building of a railroad from Catskill through the counties mentioned to Central Bridge, on the Albany and Susquehanna Railroad. It was stated that the citizens and capitalists of Catskill had pledged themselves to raise \$500,000 in that village toward the construction of the proposed road, and that the other towns in Greene county would do equally well. The necessity of taking immediate steps towards locating and building a road was strongly urged, and a committee appointed to solicit subscriptions to the capital stock. The meeting adjourned to meet at Oak Hill, Greene Co., on the 25th of April to elect officers and organize a company.

Interest and Dividends.

The Chicago, Rock Island and Pacific Railroad Company have declared a dividend of five per cent. and the U. S. Government Tax on the same, payable on the 10th day of April next.

The Cleveland and Pittsburg Railroad Company has declared a cash dividend of four per cent., payable on the 20th of April.

The Philadelphia, Germantown and Norristown Railroad Company will pay a semi-annual dividend of 5 per cent. on the first day of April next, free of tax.

The Central Pacific Railroad Company of California has filed in the office of the Secretary of State an article extending the road from Sacramento to Goat Island. The surveying will commence immediately.

Commerce of Boston.

The following is a detailed statement of the Values of Imports and Exports at the Port of Boston for each month of the year 1866, together with a comparative statement of the monthly totals with those of the two preceding years:

	IMPORTS.		
	Dutiable Entered for consumption.	Ware- housed.	Specie and Bullion.
Jan....	\$1,107,517	\$307,705	\$313,631
Feb....	2,437,706	1,366,424	245,205
March..	2,146,181	1,909,460	348,508
April... 1,752,957	2,640,573	370,908	28,501
May....	2,065,533	2,612,146	306,140
June... 1,491,240	2,219,512	284,012	3,535
July....	1,868,257	1,722,424	239,198
August..	2,162,670	1,952,852	436,188
Sept....	2,166,208	1,439,958	175,482
October..	2,193,749	1,271,576	221,452
Nov....	1,638,785	1,278,017	184,483
Dec....	1,383,306	1,721,877	168,159
Total..	\$22,414,109	\$20,932,524	\$3,283,366

	TOTAL IMPORTS.		
	1866.	1865.	1864.
January.....	\$2,228,853	\$1,192,653	\$1,711,733
February.....	4,059,769	1,412,471	1,867,001
March.....	4,407,919	1,490,803	3,156,284
April.....	4,792,939	1,850,635	4,163,761
May.....	4,991,203	2,090,231	3,622,483
June.....	3,998,297	2,212,431	2,216,160
July.....	3,834,989	2,487,273	2,752,542
August.....	4,551,710	3,192,982	3,188,941
September.....	4,644,844	3,557,911	2,468,275
October.....	3,792,368	2,635,826	7,980,393
November.....	3,357,692	4,441,903	2,378,618
December.....	3,263,342	2,865,498	1,108,464
Total.....	\$47,923,940	\$29,439,617	\$31,615,096

	EXPORTS.		
	Domestic merchandise.	Foreign dutyable.	Specie and Bullion.
January.....	\$1,360,923	\$48,180	\$9,690
February.....	1,193,581	74,723	10,964
March.....	1,648,549	29,415	8,350
April.....	1,349,102	69,689	16,506
May.....	1,670,720	98,093	16,995
June.....	774,685	43,706	13,751
July.....	1,054,858	118,592	26,920
August.....	1,229,764	52,455	19,572
September.....	1,915,613	90,954	19,323
October.....	1,601,863	156,209	1,401
November.....	1,459,830	99,377	5,479
December.....	809,536	231,260	4,293
Total.....	\$16,069,024	\$1,112,653	\$133,672

	TOTAL EXPORTS.		
	1866.	1865.	1864.
January.....	\$1,428,533	\$1,991,971	\$1,453,383
February.....	1,281,268	1,567,637	1,026,232
March.....	1,686,314	1,604,649	1,293,031
April.....	1,697,297	1,049,658	1,518,799
May.....	3,724,808	1,738,601	1,561,481
June.....	2,371,525	1,293,151	2,486,966
July.....	1,418,857	805,936	1,974,937
August.....	1,301,791	1,144,747	1,479,609
September.....	2,025,890	1,381,362	1,915,282
October.....	1,759,473	1,209,613	1,965,059
November.....	1,564,686	1,511,589	1,913,845
December.....	1,045,089	1,231,414	1,829,086
Total.....	\$21,305,531	\$16,530,328	\$20,417,710

	MERCHANDISE WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.		
	1866.	1865.	1864.
January.....	\$972,855	\$1,157,397	\$625,182
February.....	910,486	700,506	541,347
March.....	905,191	874,920	890,766
April.....	1,546,430	1,083,382	1,437,130
May.....	1,563,963	1,402,403	157,454
June.....	1,575,080	1,102,065	235,317
July.....	2,180,773	1,095,904	659,001
August.....	1,562,448	1,500,156	887,946
September.....	1,487,552	1,363,347	826,165
October.....	1,401,577	877,722	939,419
November.....	1,379,133	718,441	1,012,230
December.....	977,932	614,594	1,173,113
Total.....	\$16,463,420	\$12,490,837	\$9,421,070

The value of merchandise thrown upon the market in 1866, exclusive of free goods, was \$38,877,529, or an

increase over 1865 of \$11,696,059, and over 1864 of \$15,679,482.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

	ENTERED FOR CONSUMPTION.	
	1866.	1867.
Manufactures of wool....	\$4,598,265	\$1,970,917
" cotton....	2,198,078	1,295,533
" silk....	2,736,828	1,234,789
" flax....	1,576,842	968,212
Miscellaneous dry goods..	870,405	655,716
Total entered for consump..	\$11,979,918	\$6,125,167

	WITHDRAWN FROM WAREHOUSE.	
	1866.	1867.
Manufactures of wool....	\$1,242,016	\$2,428,223
" cotton....	884,663	1,563,097
" silk....	573,041	866,032
" flax....	434,865	1,889,906
Miscellaneous dry goods..	104,315	261,216
Total withdrawn from warehouse....	\$3,238,900	\$7,009,274
Add entered for consump..	11,979,918	6,125,167
Tot. thrown on the market..	\$15,218,818	\$13,134,441

	ENTERED FOR WAREHOUSING.	
	1866.	1867.
Manufactures of wool....	\$2,146,996	\$1,490,109
" cotton....	818,148	888,175
" silk....	960,916	774,526
" flax....	651,039	329,285
Miscellaneous dry goods..	149,561	179,353
Total entered for wareh'g..	\$4,721,660	\$3,661,448
Add entered for consump..	11,979,918	6,125,167
Total entered at the port..	\$16,701,578	\$9,786,615

	ENTERED FOR CONSUMPTION.	
	1866.	1867.
Manufactures of wool....	\$8,338,729	\$3,651,100
" cotton....	4,879,529	2,921,390
" silk....	4,914,641	2,178,138
" flax....	3,374,732	1,923,059
Miscellaneous dry goods..	1,710,317	1,287,950
Total ent. for consump..	\$22,717,948	\$11,961,637

The imports of foreign dry goods at New York for two months from January 1st, were:

	ENTERED FOR CONSUMPTION.	
	1866.	1867.
Manufactures of wool....	\$2,655,519	\$3,718,058
" cotton....	1,845,556	2,127,998
" silk....	1,227,180	1,260,968
" flax....	1,040,267	2,605,300
Miscellaneous dry goods..	245,990	357,923
Total withdrawn from warehouse....	\$7,014,512	\$10,070,247
Add ent. for consump..	22,717,948	11,961,637
Total thrown on the mar- ket.....	\$29,732,460	\$22,031,884

	ENTERED FOR WAREHOUSING.	
	1866.	1867.
Manufactures of wool....	\$4,460,856	\$3,672,249
" cotton....	1,921,796	2,608,554
" silk....	1,788,751	1,763,006
" flax....	1,299,388	1,247,149
Miscellaneous dry goods..	281,930	462,892
Total entered warehouse..	\$9,752,721	\$9,753,850
Add ent. for consump't'n.	12,717,948	11,961,637
Total entered at the port..	\$32,470,669	\$21,715,487

	ENTERED FOR CONSUMPTION.	
	1866.	1867.
Manufactures of wool....	\$4,460,856	\$3,672,249
" cotton....	1,921,796	2,608,554
" silk....	1,788,751	1,763,006
" flax....	1,299,388	1,247,149
Miscellaneous dry goods..	281,930	462,892
Total entered warehouse..	\$9,752,721	\$9,753,850
Add ent. for consump't'n.	12,717,948	11,961,637
Total entered at the port..	\$32,470,669	\$21,715,487

The Boston Journal says that the Agricultural Branch Railroad, has bought the lease of their road from Northboro' to Farmingham of the Worcester Railroad Company, and will soon assume the management of the entire line to Fitchburg.

Commerce of New York.

The foreign imports at New York for the month of February are officially stated as follows:

	1866.	1867.
Entered for consump't'n..	\$17,889,505	\$18,364,912
Entered for warehousing..	11,626,677	11,211,014
Free goods.....	1,504,253	918,864
Specie and bullion.....	172,122	136,491
Total entered at port...	\$30,692,557	\$25,630,781
Withdrawn fr. warehouse..	7,666,543	11,794,156

The foreign imports at New York for two months from January 1st, were:

	1866.	1867.
Entered for consump't'n..	\$35,946,231	\$24,411,768
Do. for warehousing...	21,868,253	20,298,716
Free goods.....	2,743,010	1,636,174
Specie and bullion....	244,893	263,210
Total entered at port...	\$60,802,387	\$46,609,868
Withdrawn fr. wareh'se..	15,090,928	21,174,640

The foreign imports at New York for eight months of the fiscal year, have been:

	1866.	1867.
Six months.....	\$142,730,367	\$143,210,153
January.....	30,109,830	20,979,087
February.....	30,692,557	25,630,781

Total for 8 months...\$203,532,754 \$189,820,021

The duties received at New York for eight months ending February 28, were:

	1866.	1867.
Six months.....	\$65,077,328 87	\$60,531,571 82
January.....	12,437,474 16	9,472,248 48
February.....	12,008,273 74	11,466,418 42

Total 8 months..\$89,523,076 77 \$81,470,238 72

The exports from New York to foreign ports in the month of February, were:

	1866.	1867.
Domestic produce....	\$16,768,120	\$14,615,040
Foreign free goods....	26,605	36,803
Do. dutiable.....	400,782	800,663
Specie and bullion....	2,807,030	2,124,461
Total exports.....	\$19,002,537	\$17,576,967
Do. exclusive of specie..	17,195,507	15,452,506

The exports from New York to foreign ports for two months from January 1st, were:

	1866.	1867.
Domestic produce....	\$36,553,117	\$27,526,729
Foreign mdse., free....	64,906	151,010
Do. dutiable.....	685,691	1,228,414
Specie and bullion....	4,513,366	4,675,812
Total exports.....	\$41,817,080	\$33,576,965
Do. exclusive of specie..	37,303,714	28,901,153

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1866.	1867.
Six months.....	\$107,699,914	\$84,590,637
January.....	20,108,297	13,448,647
February.....	17,195,507	15,452,506

Total exports 8 mos..\$145,003,623 \$113,491,790

We learn from the Hagerstown Mail that the grading on the section of this road from Union Bridge to the Monocacy, a distance of eight miles has been progressing satisfactorily. About three-fourths of the work of this distance, including difficult cuts of rocky material, has been done, at a cost of nearly one hundred thousand dollars, which amount less the percentage reserved under the contract by the company, has been paid to the contractors.

It is expected that the Pennsylvania canal will be opened about the 15th of April.

Missouri State Debt.

The following is a copy of the "Act to Provide for the Payment of the Interest upon the State Debt," as it finally passed the Legislature on the 18th inst.:

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. That in pursuance of the requirements of the sixth section of the ordinance of the Convention, adopted April 8, 1865, there is hereby levied, and shall be assessed and collected for the years 1867 and 1868, a tax of four-tenths of one per cent. on the assessed value of all the real and other property subject to taxation in this State, and when so collected shall be paid into the State Treasury, and placed to the credit of the "State Interest Fund," to be applied to the payment of the interest on the State debt.

SEC. 2. That all moneys that may be received by the State of Missouri from the United States Government under the provisions of the act of Congress entitled, "An Act to reimburse the State of Missouri for moneys expended for the United States in enrolling, equipping and provisioning the militia forces to aid in suppressing the rebellion," approved April 17, 1866, after deducting \$2,000,000 to be reserved for the State school fund, the seminary fund, and to pay outstanding Union military bonds, shall, by order of the Governor, be placed, as fast as received from the United States, on deposit in the National Bank of Commerce, in New York, to the credit of the State of Missouri, and the Commissioners of the State Interest Fund shall direct said money to be paid out by said bank upon the overdue coupons of the bonds issued or guaranteed by the State in aid of railroads (the Hannibal and St. Joseph Railroad excepted,) as fast as received, which coupons shall be paid in the order in which they matured, commencing with those that matured on the 1st day of July, 1861; but whenever there is money enough received from the source aforesaid, to pay more than one series of coupons, then payment shall be made of other coupons in the order in which they matured, to the extent of the money so received.

SEC. 3. After all the money to be applied to the payment of the overdue coupons has been received from the United States, and has been paid out for that purpose, the Commissioners of the State Interest Fund shall report to the Governor the amount of outstanding over-due coupons unprovided for, and the Governor shall cause bonds of the State to be prepared to an amount equal to the amount of said outstanding overdue coupons. Said bonds shall be signed by the Governor and attested by the Secretary of State, with the seal of the State attached, and shall be numbered and registered by the Secretary of State, and delivered to the Auditor, who shall also register the same. The bonds shall be each for the sum of \$1,000, and the coupons on the same shall be numbered to correspond with the bonds, and shall have upon their face the engraved signature of the Treasurer. The bonds shall bear date the first day of January, 1868, and shall be payable at the National Bank of Commerce, in New York, in twenty years after date, with six per cent. interest, payable semi-annually, at the same place, on presentation of the interest coupon. Said bonds, when executed and registered, shall be placed by the Commissioners of the "State interest fund" in the National Bank of Commerce, in New York, and said bank, as agent of the State, may issue said bonds in exchange for such unpaid coupons, when presented in sums of \$1,000, but for no other purpose; and no bond shall be deemed issued or binding on the State unless there is written or stamped on the face of such bond the words "issued by the National Bank of Commerce in New York, as agent of the State of Missouri, in liquidation of overdue coupons," and signed by the Cashier or President of said bank. A quarterly report shall be made by said bank to the Commissioners of the State Interest Fund, of the number of bonds so issued, and the coupons re-

deemed shall be delivered to said Commissioners to be stamped, as hereinafter provided.

SEC. 4. There is hereby appropriated out of any money in the Treasury not otherwise appropriated, the sum of \$600,000 to the credit of the State Interest Fund, to be applied to the payment of the interest maturing on the first day of July, 1867, upon the outstanding State and guaranteed bonds issued or guaranteed in aid of the railroads; which money shall be deposited by the Commissioners of the State interest fund in the National Bank of Commerce, in New York, for that purpose, at least thirty days before said coupons mature; and the interest due on said bonds on the first day of July, 1867, shall be paid out of the same, according to the provisions of the law applicable to the case.

SEC. 5. That out of the "State Interest Fund," arising from the taxes herein ordered to be levied and assessed, and from other sources heretofore or hereinafter provided by law, the Commissioners of the State Interest Fund shall pay the interest coupons upon all the State or guaranteed bonds of this State, which coupons become due and payable on the 1st day of January, 1868, and shall continue to pay from said funds, and such other as may be provided by law, the accruing semi-annual interest upon the State and guaranteed bonds, as such interest becomes due. Said interest shall be paid in New York, at the bank where the funds above named are deposited.

SEC. 6. If not enough money shall have been received from the tax provided in the first section of this act to meet the semi-annual interest which will become due on the State bonds, on the 1st day of January, 1868, then any other money in the Treasury, not otherwise appropriated, may be transferred to the "State Interest Fund," and used in the payment of said interest; or the Commissioners of the State Interest Fund may make a temporary loan, upon the faith and credit of the State, and upon such terms as they see fit, sufficient to supply the sum necessary to meet said interest, said loan to be repaid out of the first money received by the State into said interest fund.

SEC. 7. The Commissioners of the "State Interest Fund," shall keep as full and true accounts of all money that may be received from the United States under the provisions of the act of Congress mentioned in the second section of this act, and of the condition of the same, and how invested, and all payments out of the same, as are required to be kept of the "State Interest Fund," by the provisions of the 14th chapter, title 6, of the General Statutes of 1865, and the provisions of said chapter shall apply, as far as practicable, to all payments of interest and other proceedings under this act; and all interest coupons paid by the State shall be forthwith registered by the Auditor and stamped upon the face with the words "Paid by the State."

SEC. 8. This act shall be in force and take effect from and after its passage.

Monongahela Navigation Co.

The quantity of coal carried by this Company during the past two years has been as follows:

	1865.	1866.
Coal in Boats.....	33,012,702	34,718,500
Coal in Flats.....	6,507,090	7,888,800
Total Bushels.....	30,519,722	42,605,300
Net Tolls on Coal.....	\$69,608.48	\$77,811.26
Coal in tons.....	1,411,421	1,521,617

The coal tonnage of this Company in 1866 was surpassed by only two companies in the State—the Lehigh Valley, and Philadelphia and Reading Railroad Companies. The total receipts of this Company for 1866 were \$206,122.30. The company was organized February 10, 1837. The charter requires the completion of the navigation to the Virginia State line, seven miles above the present terminus of the improvement. The time of completion, by an act of the Legislature ap-

proved April 8, 1857, was made to depend upon the extension of navigation from the State line to Morgantown. Efforts are now making at Morgantown to secure the construction of the necessary works for that purpose, and if successful, it will be incumbent on this company to construct lock and dam No. 7, which will complete the navigation to the State line.

Pork Packing in Cincinnati.

The following statement, compiled from an article under the above heading in the Cincinnati *Price Current*, will show the number of hogs packed in that city, the average weight in pounds, the yield of lard, and the average price per cental net for each of the last eight seasons:

	Number of hogs.	Average weight.	Yield of lard.	Price per cental.
1859-'60.	434,499	189	23	6 21½
1860-'61.	433,799	221 5-35	28 9-16	5 97
1861-'62.	474,467	224 23-34	29 5-18	3 28 2-5
1862-'63.	608,457	209	25 21-23	4 35
1863-'64.	370,623	188 11-12	23 1-8	7 00½
1864-'65.	350,600	201 1-8	24 1-5	14 62½
1865-'66.	354,079	238 18-31	32 13-25	11 96½
1866-'67.	462,610	232 2-7	30 1-12	7 52½

Powerful Locomotive.

The largest and most powerful locomotive yet owned by the Camden and Amboy railroad is now being built at the company's machine works in Bordentown. It is a ten-wheel engine, having six drivers four and a half feet in diameter, with a stroke of twenty-four inches. It will be finished in a short time. It is intended that it shall have sufficient strength to draw one hundred cars laden with coal in one train.

At a meeting of the stockholders of the Kennebec and Wiscasset Railroad Company, held at Wiscasset, Me., on the 2d inst., it was voted to commence the construction of the road as soon as the available subscriptions amounted to ninety per cent. of the estimated cost. The amount then on the books, and subscriptions since added, render it certain that operations will be commenced as soon as the Spring opens. The Western terminus of this road, on the Kennebec, will be at Bowdoinham or Richmond.

The Wisconsin Legislature having refused to grant permission for the construction of a bridge across the Mississippi at Winona, the Legislature of Minnesota has retaliated by refusing to grant permission for the construction of a bridge across the river at La Crosse.

The Rutland and Washington Railroad Company have reorganized under the name of the Salem and Rutland Company, with the following board of officers:—President, George F. Edmunds; Vice-President, Peter Butler; Treasurer, Thomas H. Canfield; Clerk, R. S. Peabody.

The Susquehanna and Tide Water Canal will be ready for navigation between the 25th inst., and the 1st of next month.

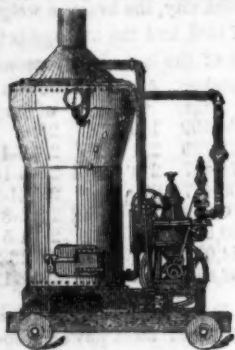
Dismal Swamp Canal.

It is stated that the Dismal Swamp canal, which penetrates and passes through the inmost recesses of the great Dismal Swamp and connects the harbors of Norfolk and Portsmouth, Va., with the sounds and inland waters of North Carolina, is in the process of great improvements. Colonel Walton the engineer, with a number of assistants, is engaged in surveying the canal and staking out the line. The whole course of the canal is to be

dredged and deepened, and the width is to be increased twenty feet, making the canal sixty feet broad. The locks are also to be removed and extended twenty-five feet. The excavation will commence next month, and when finished will place the canal in a condition to accommodate ten times the amount of business it is capable of doing at present.

Portable Trunk Engines, ROOT'S PATENT,

Of 5, 10, 20, and 40 Horse-power.



Larger Sizes when Ordered.

Of the most Compact and Approved Construction, at low prices, for sale by the

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Hoy, Kennedy & Co.,

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Weighing 45, 50, 52, 54, 56, & 60 lbs. per lineal yard, Erie patterns, in port and to arrive, for cash, or a satisfactory credit.

If desired, parcels of Rails can be rolled to any required pattern, and shipped direct from England to any port in this country, at prices f. o. b., or ex-ship on arrival.

**M. K. JESUP & COMPANY,
84 Broadway.**

TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
Chief Engineer

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WATER & SEWERAGE PIPES, KNIGHT-BAILEY PATENTS.

The Water Pipes are made of Wrought Iron, lined and coated with Hydraulic Cement, with Socket Joints, and connections for service pipes already inserted. Entirely free from oxidation they are absolutely indestructible. They can be laid and guaranteed for much less than cast iron Pipes.

The Sewerage Pipes are made of Hydraulic Cement. They stand the most severe tests of acids, increase in strength with age, are perfect in interior finish, and cheaper than any other pipes made.

We will contract for the water supply and drainage of cities and villages.

AMERICAN WATER & GAS PIPE CO.,

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JERSEY CITY, N. J.**

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JAMES CRAWFORD.

G. H. BAILEY, Engineer.
STEPHEN MORGAN,
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ROBERT B. POTTER.

**Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,**

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

April 1.—NEW YORK, Capt. Maury, connecting with CONSTITUTION, Capt. Lapidge

April 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Sutton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand. Steamer of March 11, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

7m35

F. R. BABY, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS, }
CHICAGO, March 18th, 1867. }

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited at the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with surties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

**J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.**

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